

# The President, Managers and Company of The DELAWARE and HUDSON CANAL COMPANY

A compellation of historical, pictorial and  
biographical records of the officers and  
management from  
1825 to 1982

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# Dedication

This opus is dedicated to all the persons, who endeavored and persevered over the years to create and operate a means of communication for hauling anthracite coal, which they mined, from northeastern Pennsylvania, to the markets of New York City. This is ever more so true for the nameless masses, who toiled underground, and lived their lives in service of the Delaware and Hudson Company. To them, therefore there can never be an appropriate expression of gratitude.

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# Preface

Although more commonly known in the northeastern United States, the Delaware & Hudson Company on a whole impacted largely on the nation. This, the first privately funded million dollar enterprise had from the beginning enjoyed the guidance and management of experienced, well known, well rounded, and educated persons.

Early on, prominent citizens of New York, the primary investors, and managers in the company, looked upon the coal fields and the persons living there as members of an extended borough of that city, although over 100 miles distant. Newspaper articles of the period had daily mentions of activities in the region, with reports told as if the persons and incidents had taken place in Manhattan.

As you will see in this text, many of the persons connected with the company, were persons of note, and connected with influential persons such as Presidents of the United States. Some served as Congressmen, others became Tycoons, Industrialists, Politicians, Inventors, and war heroes. Overwhelmingly, the majority were connected with the Republican Political Party.

Serving as a nucleus, the D&HCCo., vested the fortunes and political futures of family names such as, Roosevelt, Vanderbilt, and Cornell. Many others had cities and boroughs named after them such as, Dickson, Olyphant, Hone, Vandling, Archbald, Jervis, and Wurts. And still others had breakers, mines, and railroad and canal locations named for them, such as Manville, Loree, Marvine, and Bolton.

Many of the families connected with the company, inter-married, to wit, son-in-laws, fathers, and sons, along with uncles and nephews, worked in various departments, when the elder retired, often the younger relative was chosen to fill the elders position with the company. Some families married into other influential families, connected with other railroads, industries, artists, and even European royalty.

Lessons and experience learned by those employed with the company were carried with them into future endeavors. Many were later well regarded for deeds and accomplishments, gained from years of service with the company.

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# Where did they go ?

The Corporation operated as the President, Managers and Company of the Delaware and Hudson Canal Company, from its inception, in 1825, until 1898 when the company sought permission from the New York State legislature to change its name to The Delaware and Hudson Company, due to the fact of the abandonment of the canal in favor of operating a transportation company based on their railroad operations. With further government legislation and oversight, the company in order to comply and better manage the finances and day to day management divided the company into a holding company with subordinate subsidiaries, of transportation, and mining, and the corporate name was changed once again to the Delaware Hudson Corporation. In 1960, the mining assets, after years of losing monies, was sold to Glen Alden Corporation. Then in 1968, when facing uncertain futures as a transportation company, the corporation sold its railroad assets to the Norfolk and Western Railroad, and was included in the holding company set up by the N&W called DERECON, which included the Erie Lackawanna Railway. After the sale the Delaware Hudson Corporation changed its name to Champlain National Corporation, which subsequently, was purchased in 1969 by International Industries, who is better known today by its name change in the 1970's to International House of Pancakes (IHOP). The Delaware & Hudson Railway continued under DERECON control until it was cast off in 1982 to Guilford Transportation Industries, which by 1989 was in bankruptcy, in 1992 it was purchased by CP Rail, which operates it today.

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# Observations

It seems important to note that, overwhelmingly, most of the persons noted in this text were affiliated with the Republican Party, were alumni of Ivy League Universities, of the Protestant faith, and members of specific social clubs and fraternities. Many while in the employ of the company, were also connected with or otherwise employed with other enterprises, to what the company permitted and allowed is not known, nor if there was a policy of conflict of interest, but a lot of self interest and financial gain was tolerated, and or overlooked.

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# Contents

Presidents

Vice Presidents

Secretaries

Treasurers

General Managers

Superintendents

Engineers

Agents

Board of Managers

Attorneys

Assistants

Controllers

Other

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## How to read this book

The persons listed in this book are presented in chronological order of their employment with the Delaware and Hudson. Many persons are multi-listed, because they served in various other capacities during their tenure. On the top of an individual's page, his or her name is listed, and the years associated in that position. These numbers may vary according to the tenure of that office. On the left (if available) is a supporting photograph of that person or a document that relates to that person's service in that position—or both. On the right is the biographical information about that person--and possibly another relevant document.

Because of their overlapping and varied tenures, the boards of managers are listed alphabetically. The pages read exactly as above.

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# PRESIDENTS

Philip Hone	1825 to 1826	Charles E. Bertrand	1977 to 1978
John Bolton	1826 to 1831	Kent Shoemaker	1978 to 1982
John Wurts	1831 to 1858		
George Talbot Olyphant	1858 to 1869		
Thomas F. Dickson	1869 to 1884		
Robert Morrison Olyphant	1884 to 1903		
David Willcox	1903 to 1907		
Leonor Fresnel Loree	1907 to 1938		
Joseph H. Nulle	1938 to 1954		
William White	1954 to 1967		
John P. Hiltz Jr	1967		
Frederick C. Dumaine Jr	1967 to 1968		
Frank Wells McCabe	1968		
John P. Fishwick	1968 to 1970		
Gregory W. Maxwell	1970 to 1972		
Carl B. Sterzing	1972 to 1977		
Selig Altschul	1977		

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## Philip Hone

1825 to 1826



Born October 25, 1780 Died May 5, 1851

Child: Robert S. Hone

Was Mayor of New York from 1826 to 1827. He was most notable for a detailed diary he kept from 1828 until the time of his death in 1851.

His recorded diary is said to be the most extensive and detailed of his time in 19th century America.

Son of a German immigrant carpenter, Hone became wealthy in the auction business. He was elected Mayor on the Whig ticket in 1826, but served only one term. A somewhat elitist Whig, Hone was increasingly out of touch with political power in the city, then (as now) mostly controlled by the Democratic Party. He became a man of great prominence in New York society, for his wealth, sophistication, extensive travel and good taste, and was good friends with most of the political, artistic and scientific leaders of his day. Most notable among them were: Washington Irving, Samuel Morse, Daniel Webster, John Jacob Astor and U.S. Presidents John Quincy Adams and Martin Van Buren.

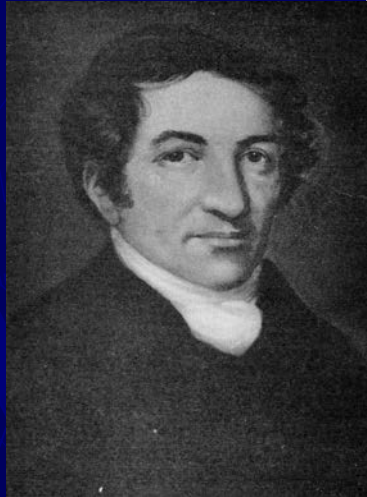
Hone's diary records not only his society engagements and the major events and spectacles in the city in the first half of the century, but also his view of a changing city: his disapproval of Jacksonian Democracy; the disconcerting effects of the city's constant construction; and his utter disgust with most Irish immigrants.

He was a successful merchant and a founder of the Mercantile Library Association and he was the first President of the Delaware and Hudson Canal Company in 1825 and 1826. Hone lived in an elegant town house at 235 Broadway, opposite City Hall Park. Today, Honesdale, Pennsylvania, is named in honor of Philip Hone.

Hone lived at 235 Broadway opposite the Park, moving to the corner of Great Jones Street and Broadway in October 1837 (the *New York Tribune*, April 18, 1868, contained a description of the residence).

# John Bolton

1826 to 1831



*John Bolton*

Born August 31, 1774 in Chestertown, Kent, Maryland. Died October 15, 1838 in Baltimore, Maryland.

At the age of ten, John and his younger brothers, Edwin and Curtis, were left orphans under the protection of their guardian, The Rev. Mr. MacLure, who cared more for retaining the boys' property than he did for caring for them. Their cousin, Robert Bolton of Savannah, arranged to have them brought to a place of safety in Georgia. When the guardian tried to reclaim them, young John, at the age of twelve, appeared in court and for two hours pleaded his own case so eloquently that he and his brothers were granted a full release.

John and Sarah visited England in 1805, at which time John consulted Dr. Edward Jenner, famous as the discoverer of vaccination for smallpox. John received a long letter from Dr. Jenner (dated September 8, 1805) at London when he was on the point of returning to America. He had consulted Dr. Jenner at Cheltenham, a famous watering place. At this time John was 31 years of age and his wife 23 years.

In May 1816, John was chosen first Vice-President of the American Bible Society for the State of Georgia.

One reference suggests that John was the son of Robert Bolton (born December 1, 1757) and Sarah McClean.

Sarah Bolton was born in 1782 in Philadelphia, Pennsylvania. She died on April 14, 1851 in Baltimore, Maryland. She married John Bolton in 1804 in Savannah, Chatham, Georgia.

A director of the Farmers' Fire Insurance and Loan Co., 1822. He was taxed on \$15,000 personal property in 1820. The tax list of 1822 gives his address as 58 Broadway; house, \$13,000; personal, \$50,000.

BOLTON, Curtis Taxed on \$55,000 personal property in 1820

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Letter to the Governor of New York State about the condition and progress of the canal, in 1830 by

John Bolton

Office of the Delaware and Hudson Canal Company.  
Bolton, December 11, 1830.

SIR

This would seem but proper, were they to rest their claim on the attention of the executive, solely on the ground that they had succeeded in introducing through the interior of the state of New-York, the anthracite coal of Pennsylvania, of a very superior quality. But it would seem to be more especially their duty, when the legislature have at different periods, extended their aid to the company, in accomplishing the work in which they have been engaged, to apprise the government of its progress and utility. The Delaware and Hudson Canal Company consider it their duty to communicate to the Executive of the state of New-York, the progress they have made in the great objects for which they were incorporated. The managers feel a just pride in the reflection, that they have faithfully fulfilled the objects of the incorporation, and that so far, the predictions of the interested and incredulous have been compelled to yield to the force of facts and the stubborn reality of the completion and successful operation of their work.

Towards the close of 1829, I had the honor to communicate to you, that upwards of 7,000 tons of coal had been brought to the Hudson, and disposed of chiefly at 8 dollars per ton, at the same time it was intimated that the price would be reduced the ensuing season. What the price should be, became an important consideration with the Board, between the close and resumption of active operations. Our want of considerable means for enlarged operations, our duty to the stockholders and to the public, had each a due share in the deliberations of the Board. In our second application to the legislature for aid, we assumed 6 dollars per ton of 2,240 lbs., as the price at which we could afford to sell at tide water. Our brief experience of the past season, although under many disadvantages, sufficed to test our estimates, and the price was accordingly fixed at 6 dollars per ton, at which it has been sold throughout the season. Your Excellency will readily appreciate the difficulties which had to be encountered by a private company, in constructing a canal of 108 miles in length, through a country, which to common observers, seemed impracticable for a work of this description, and a rail-road of 16 miles, overcoming an ascent of 855 feet, in a country thinly inhabited. The latter is the first of its kind in this country, requiring all the combinations for ascending and descending planes, with engines worked by steam and gravity, and shows how readily skill combined with capital can overcome the most formidable obstacles.

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Letter to the Governor of New York State about the condition and progress of the canal, in 1830 by  
John Bolton (part 2)

We are now encouraged to hope that with still more enlarged operations, we shall be enabled to realize, in respect to price, the expectations of the public, so far as they are founded on our representations. As a measure of economy, time was taken last spring to put the canal in the best possible condition, which deferred the opening until the 27th April; and the very slight interruptions which have occurred in the navigation, proves the good judgment of our chief engineer. Mr. Jarvis, in thus deferring the opening of the canal, it has now become a solid, substantial work, and the exposed points on the Delaware and Lackawaxen have been well secured. They have been recently subjected to a severe test, a heavy fall of snow was succeeded by several days of incessant rain. The Delaware and Lackawaxen rose with great rapidity. The former, at our crossing place, 12 feet in 24 hours; the only injury sustained, was on the Lackawaxen, by the water passing through the slope wall, and washing some of the bank into the canal, which was repaired at an expense of 15 dollars. This detail is given in consequence of doubts having been expressed of the stability of this part of our work, in an official report to the legislature in 1829. Our rail-road has fully met our expectations, since the substitution of ropes for chains on the inclined planes. This change, however, which was effected at the close of winter, was very expensive.

The quality of the coal in the river flat disappointed us. It had been too long exposed to the action of the elements, and its use last season gave consumers an unfavorable impression. We were on this account compelled by a year earlier than was intended, to commence drifts on both sides of the valley, and at the same time to get out the coal for market this year. To have performed this work with the greatest advantage, the making of drifts should have preceded the mining. This will be done during the suspension of navigation, and will enable us to enlarge our operations the ensuing season. Notwithstanding this difficulty in our mining operations, we have brought to market this year 41,500 tons of coal, all of first quality, except about 1,500 tons of surface coal brought over the rail-road last winter, and the boats yet to arrive will increase the whole quantity to 43,400 tons. We beg leave respectfully to represent to your Excellency that the benefits of our work to the citizens of this state, are no longer a matter of speculation. It is conceded that the price of fuel has been reduced beyond the most sanguine expectations, in this our first season, of tolerably successful operation. Last season, in the city of New-York, foreign bituminous coal was at 124 dollars per caldron; anthracite 11 and 1/2 dollars per ton. Foreign was recently sold at \$6.50, about a dollar lower than the average per caldron. Virginia coal is about 25 per cent. less than last year, and the dealers retail ours at \$7.50, including cartage, leaving \$6.75 as the price of the coal at the yards per ton. The reduction in the price of wood commenced with the first season of our navigation between The quality of this coal is so superior and has proved so satisfactory to consumers, that it has entirely redeemed its character, where it had been impaired by reason of the mixture of inferior or surface coal among that which was brought to market in 1820.

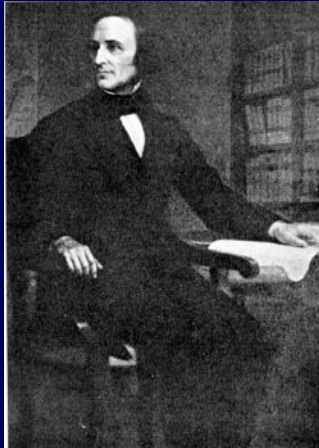
Letter to the Governor of New York State about the condition and progress of the canal, in 1830 by  
John Bolton (part 3)

There was a time, and that only a few years past, when reflecting men anticipated a check to the growth of the city of New-York and its continued prosperity from the high price of fuel, and within three years the humanity and benevolence of the citizens were taxed to the amount of 15 or 20 thousand dollars to supply the suffering poor with fuel; this cannot occur again. In the abundant stock of coal in market, and our ability to meet the increasing consumption, the citizen is relieved from the necessity of laying in his whole stock of fuel for the winter at one time to guard against excessive prices, should the winter be long and severe; and the benevolent heart is freed from all anxiety in respect to the sufferings of the poor from this cause. We confidently trust that in the opinion of all unprejudiced minds, we have redeemed our pledge to the state, in furnishing a superior coal at a price much less than it had ever sold for. We have had to contend with a vigorous competition from companies and individuals engaged in the same business, which has been surmounted; and we confidently predict that, with the fostering care of the state, the loans she has so generously aided us in procuring, will in due time be paid without any defalcation.

I have the honor to be, the Delaware and the Hudson in 1828, since which wood has been lower than it had been in 20 years previous.  
Very respectfully,  
Your Excellency's  
Ob't. servant,  
JOHN BOLTON,  
President.

# John Wurts

1831 to 1858



Born August 13, 1792 Died April 23, 1861  
Married: December 10, 1829 Martha Potts Haskins, born August 30, 1805, died 1871  
Was a member of the U.S. House of Representatives from Pennsylvania.

John Wurts was born in Flanders, New Jersey. After his father's death in 1793 the family resided in Montville, New Jersey, and subsequently moved to Philadelphia, Pennsylvania. He graduated from Princeton College in 1813, studied law, was admitted to the bar in 1816 and commenced practice in Philadelphia. He was a member of the Pennsylvania House of Representatives in 1817. He served in the Pennsylvania State Senate in 1820.

John Wurts was elected to the Nineteenth Congress. He was not a candidate for re-nomination. He was United States district attorney from 1827 to 1831 and a member of the city council of Philadelphia. He served as president of the Delaware & Hudson Canal Co. from 1831 to March 15, 1858, manager until 1861. He went abroad for his health in 1859 and died in Rome, Italy, in 1861.

Interment in the family cemetery at Pleasant Mills, New Jersey, near Batsto, New Jersey.

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# John Wurts (cont)

1831 to 1858



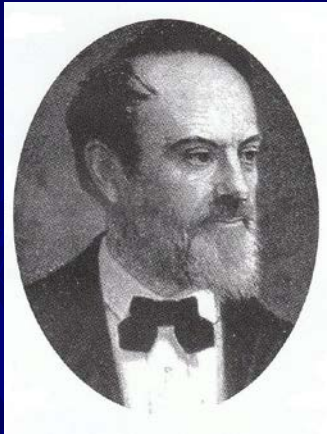
January 5, 1833, three dollar note, issued by the D&HCCo. and signed by J. H. Withams cashier and John Wurts as President

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# George Talbot Olyphant

1858 to 1869

Born June 29, 1819 Died April 24, 1873



An eminent merchant, of New York, died in that city, aged 54 years. He was born in New York, June 29, 1819. On account of feeble health he was taken from school at an early age, and never received a collegiate education though he devoted much attention to classical studies. After a short business experience in the establishment of his father in New York City, he removed to Mount Morris, in the Genesee Valley, and was there engaged in agricultural pursuits for about ten years. It was in this section of the State that he acquired a considerable reputation in political life, and in the campaign of 1844 Henry Clay had few more ardent advocates. In 1849, Mr. Olyphant sailed for China for the purpose of recruiting his health, returning in the same year. Again in the following year he repeated his trip, and was returning to America when his father, who accompanied him, died in Egypt. In 1850 he united in forming the firm known as Olyphant & Sons, engaged in a very extensive China trade. In 1868 he retired from active mercantile life. He was elected a member of the Board of Managers of the Delaware & Hudson Canal Company in March, 1852, and remained in that position until April, 1855. In that month he was chosen president of the company, pro term., and in 1858 he was elected the permanent president of the company. He continued acting in that capacity till April, 1869. Among the prominent institutions with which Mr. Olyphant was connected may be mentioned the New York City Hospital. He became one of the governors in 1868, and over afterward took an active and zealous interest in the management of its affairs. He was constant in his efforts to improve the condition of affairs at Bloomingdale Asylum, and made almost weekly inspections of that institution. At the recent reorganization of the Erie Railway, Mr. Olyphant was made one of the directors of the company. (New York Times)

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# Thomas F. Dickson

1869 to 1884



He was the son of a Scottish machinist, and immigrated with his parents to Canada in 1835. Afterward they settled in Carbondale, Pennsylvania, where young Dickson received an indifferent education, and at the age of thirteen had charge of the horses and mules of the Canal company. In 1838 he entered the employ of Charles T. Pierson in Carbondale. This business passed through the hands of several persons, including Joseph Benjamin, whose partner he became in 1845. In 1852 he turned his attention to iron manufacture, and purchased an interest in a foundry and machine shop. Four years later he established the Dickson Manufacturing Company for the building of steam engines and the construction of mining machinery. The corporation was very successful, and its capital increased in twenty years from \$30,000 to \$1,350,000, and its business grew until it became one of the most important locomotive works in the United States. In 1860 he retired from this organization and became superintendent of the coal department of the Delaware and Hudson Canal Company. Four years later he was made general superintendent of the company, then vice president, and president in 1869, which office he held continuously until his death. During his connection with the company its annual output of coal increased from 500,000 to over 4,000,000 tons. Its mining operations were gradually extended over an area of forty-four miles, and it acquired control of an extensive railroad system. In 1873 Mr. Dickson organized a company for the purchase of a large tract of iron land on the shores of Lake Champlain. Furnaces were erected, and the best quality of pig iron and Bessemer metal was produced. Besides controlling the affairs of these corporations, he was a director in twenty other companies. His home was in Scranton, where he gathered a large collection of books and fine paintings, and was known as a liberal donor to various charities.

The Dickson Manufacturing Company operated the first stationary steam-engine used in the valley of the Lackawanna, between Carbondale and Wilkes Barre. The Dickson Manufacturing Company was organized in 1856. The company, with a capital of \$500,000, absorbed the "Cliff Works" and "Planing Mill" adjoining it in Scranton, and the large foundry and machine-shops of Messrs. Lanning and Marshall at Wilkes Barre, gives steady employment to nearly a thousand men.

*Thos. Dickson*

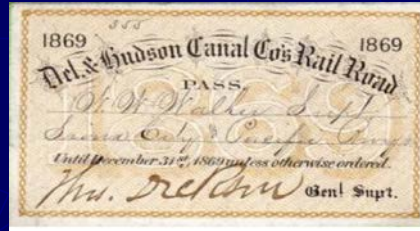
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## Thomas F. Dickson (cont)



1873 Pass No. A 20 Signed by Thomas Dickson President



1869 Pass Signed by Thomas Dickson General Superintendent

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## Thomas F. Dickson (cont)

Married: Mary Augusta Marvine  
8/31/1846 Daughter of Roswell E.  
Marvine, Agent of the D&HCCo. And  
Sophia Raymond

### Daughters:

Sophia Dickson  
Married: Thomas F. Torrey, Sales  
Agent D&HCCo  
Elizabeth Linen Dickson b. 8/15/1850  
Married: Col. Henry Martyn Boies,  
2/17/1870, became President Dickson  
Manufacturing

### Sons:

James Pringle Dickson, became  
President Dickson Manufacturing

Joseph Benjamin Dickson, co-founded  
Dickson & Eddy Coal

Married: Mary Augusta Young 9/9/1885  
daughter of Coe Finch Young V-Pres  
D&HCCo.

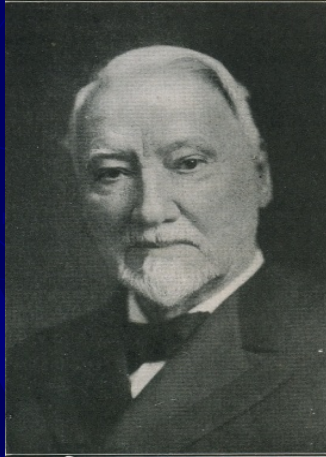
### Father:

George L. Dickson, was Master  
Mechanic for D&HCCo.

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# Robert Morrison Olyphant

1884 to 1903



Born September 9, 1824 Died May 3, 1918

Lived at 160 West 59th Street

Born in New York City, the youngest son of David Washington Cincinnatus Olyphant and Ann Archer (McKenzie) Olyphant. His father was a prominent New York merchant, the son of Dr. David Olyphant, who espoused the cause of Prince Charles Edward Stewart, and came to Charleston, S. C., soon after the battle of Culloden. He was appointed Director-General of Hospitals, Southern Department, in 1776, and held the office throughout the Revolutionary War.

Mr. Olyphant was named for Robert Morrison, the first British missionary to China, and an intimate and life-long friend of his father, who gave free passage in his ships to Dr. Morrison, after the latter had been refused by the East India Company. Mr. Olyphant also gave free passage in his ships to all of the early American missionaries to China, and interested himself deeply in their welfare. One of these ships was named the Morrison, as a tribute of this friendship. Robert Morrison Olyphant's education began at the age of three in Troy, N. Y., and later he attended the schools of Isaac Webb, Middletown, Conn., and Daniel Bacon, New York City. He entered Columbia University at the age of fifteen, in the class of 1843, but by diligent work was able to complete his course in three years, and to be graduated with the class of 1842. He was the oldest living alumnus of Columbia.

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# Robert Morrison Olyphant (cont)

After graduation he entered the employ of Talbot, Olyphant & Company, an East India trading firm, of which his father was senior member. He visited China in 1844, returning a year later. In 1846, he married Sophia Vernon, of Newport, R. I., great-granddaughter of Gov. Richard Ward of that state, and after her death, in 1855, he married her youngest sister, Anna Vernon. Of ten children, Robert and Mrs. George Casper Kellogg are now living, also eleven grandchildren and two great-grandchildren. A son, John Kensett Olyphant, died June 22, 1916.

In 1858, Mr. Olyphant re-organized the old firm of Olyphant & Company, of China, and again visited the Orient, where he remained for four years. He was the active head of the firm until his retirement from mercantile business, in 1873. Here it may be noted that the company firmly declined to have any dealings in opium, and no ship of Olyphant & Co. ever carried a pound of the drug. In May of that year he was elected a member of the Board of Managers of the Delaware & Hudson Company, and afterward served as Assistant President, Vice-President, and for twenty years as President, and in his advanced years holds the honorary position of Chairman of the Executive Committee. His relationship with his associate officers and the employees of the company was always cordial and happy. At a meeting of the Board of Managers, upon his retirement in 1903, resolutions were passed expressing the high esteem in which he was held and their confidence in his executive ability. At this time a handsome punch-bowl and salver were presented to him by the officers of the company and the employees of the New York office.

The Delaware & Hudson Company is one of the oldest mining companies in the country, and was the first to import and operate a steam locomotive on its railway, in 1829, the oldest company operating steam railroads in the United States. In 1901, the assets of the company were \$55,282,239.10, and the net earnings \$3,370,706.67. During Mr. Olyphant's connection with the company (to 1903), \$35,000,000 was paid as dividends and \$200,000,000 in wages.

Mr. Olyphant always has taken a deep interest in the development of American art and other public-spirited enterprises. As a Fellow of the National Academy of Design, he was instrumental in raising the money for its first building in New York City. He has been a member of the St. Andrew's Society of the State of New York for seventy years, having joined in November, 1846, and is its oldest living member. At the 160th Annual Banquet of the St. Andrew's Society, November 29, 1916, the following resolutions were passed unanimously:

Whereas Mr. Robert M. Olyphant was elected a member of St. Andrew's Society of the State of New York at the Annual Meeting, held on the 30th day of November, 1846, and from that date to the present time—a period of seventy years—has continued to be an active zealous and devoted member of the Society, now therefore it is unanimously

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# Robert Morrison Olyphant (cont)

RESOLVED, that the members of the Society present at this, the 160th Annual Meeting, extend to Mr. Robert Olyphant, who has attained the well deserved age of ninety-two years, and now celebrates to-night his Seventieth Anniversary Annual Meeting, their heartiest congratulations upon his long and honorable association with this Society of Scotsmen and their descendants in the City and State, a record of membership seldom, if ever, surpassed in the annals of the societies of this city, and wish him continued good health, happiness and prosperity during the years to come.

It is further RESOLVED that this resolution be spread at large upon the Minutes of the Meeting and that a copy of the same, signed by the President and the Secretary and sealed with the Great Seal of the Society, be transmitted to Mr. Olyphant.

Mr. Olyphant has always been connected with the Presbyterian church. Notwithstanding his advanced years, he takes an interest in many of the philanthropies of the church, city and state, and still keeps his interest in the affairs of China as one of the staunch backers of the Canton Christian College.

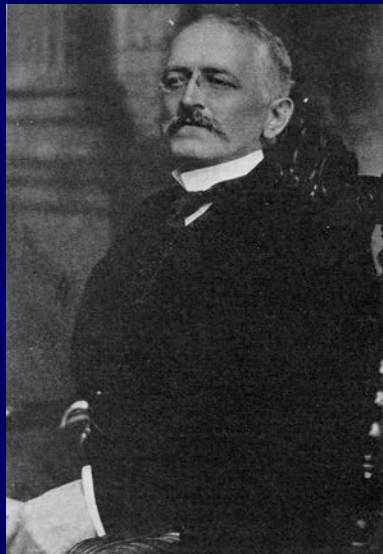


1896 Pass Signed by R.M. Olyphant President  
Issued to Chauncey M. Depew and family

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# David Willcox

1903 to 1907



Born December 12, 1849 Flatbush, New York. Died April 17, 1907

David Johnson Halsted Willcox was the fourth and youngest child of Albert Oliver Willcox and Anne Elizabeth (Hamilton) Willcox. He was educated at Yale College and graduated in 1872 as valedictorian. He began work at once in his chosen field at Columbia College Law School, finishing the course in that institution and being admitted to the Bar in 1874. For the next nineteen years he was connected with the firm of Bristow, Peet and Opdyke, later changed to Opdyke, Willcox and Bristow. His work as a lawyer was mainly as a writer of briefs, and a large proportion of the arguments in the important cases with which that firm was identified came from his hand. Towards the close of his legal career, however, he appeared more frequently in court. Probably the most significant case with which he was connected, and to which he contributed briefs, was that in which the U. S. Supreme Court decided that the federal income tax law was unconstitutional. In 1900 he became vice president of the Delaware and Hudson Railroad, after having served that road as legal adviser for many years, and in this position was a prominent representative of the anthracite coal roads before the Commission appointed by the President in October, 1902. In performing these duties he was eminently tactful and successful. One member of that commission writes: "

It was through personal interviews with the attorneys for the mines that Mr. Willcox was able to bring about a much more friendly feeling between the contesting parties, and but for his work in this way, the work of the Commission would have been much more difficult." Mr. Willcox was always a hard and tireless worker, and the exacting duties before the Commission led to an alarming breakdown of health. He went abroad with his brother, the last survivor of his immediate family, and a little later accepted the position of president of the Delaware & Hudson Railroad, partly in the hope that its duties might be less confining and so less dangerous to health than those of an office lawyer. For nearly four years he performed these duties with painstaking fidelity, but a second collapse, soon after his brother's death, ended his life April 24, 1907

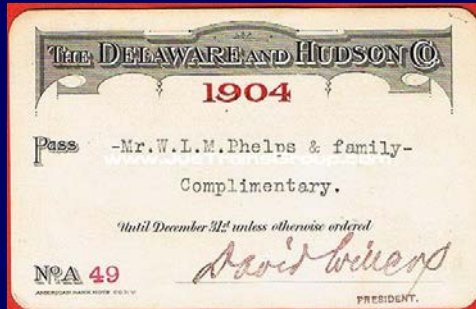
Unmarried. Has practiced law since May, 1874. For several years past vice-president and general counsel Delaware & Hudson Co. Republican in politics. Occasional contributor to The Forum on legal aspects of trust question. Clubs: Metropolitan, Union, University, Century, Union League, Riding, New York Yacht, New York Athletic Whist, Down Town, Lawyers, St. Nicholas Soc., Tuxedo (New York); Metropolitan (Washington); Fort Orange (Albany). Residence: 3 E. 60th St. Office: 20 Nassau St., New York. Willcox, David, *Memorial of Benjamin Helm Bristow*, Cambridge, Mass., privately printed, 1897.

24



# David Willcox

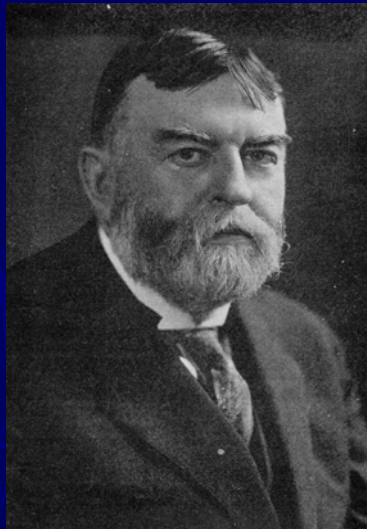
1903 to 1907



25

# Leonor Fresnel Loree

1907 to 1938



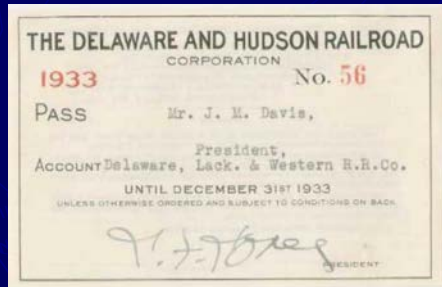
Born April 23, 1858 Died September 6, 1940

The son of William Mulford and Sarah Elizabeth Marsh Loree.

Born at Fulton City, Ill. He died at West Orange, N.J. He obtained a Bachelor of Science degree from Rutgers College in 1877, a Master of Science from Rutgers in 1880, Civil Engineering degree from Rutgers in 1896 and an Doctor of Law degree from Rutgers in 1917. He also obtained a Doctor of Engineering degree from Rensselaer Polytechnic Institute in 1933. He was President of the Delaware & Hudson Railroad; had interests in Kansas City; Southern, Baltimore and Ohio, New York Central, and the Rock Island Railroads. Was a Trustee at Rutgers University from 1909 1940 and was Chairman of the Rutgers Board of Trustees Committee on New Jersey College for Women (now Douglass College) until 1938. He was the donor of the New Jersey College for Women Athletic Field (which is now Antilles Field). Rutgers has a building named after Leonor Fresnel Loree. The Loree Building was erected in 1963 and is on the Cook/Douglass campus. More information about Loree including a picture can be found in the book "New Jersey - A History" Volume 5 which is available in the Rutgers University Special Collections and University Archives located in Alexander Library. There is also information on Loree in the book "Who's Who in New Jersey" from 1939.

26

# Leonor Fresnel Loree (cont)



1933 Pass No. 56, issued to J.M. Davis President  
DL&W RR Signed by L.F. Loree

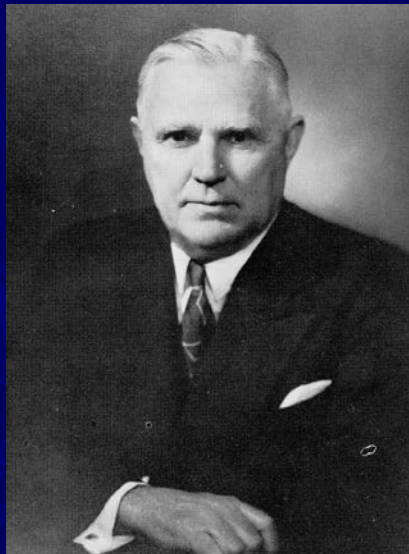
Baltimore and Ohio Railroad: president 1901 - 1904  
Chicago, Rock Island and Pacific Railroad president - 1904  
Kansas City Southern Railway: president 1918 - 1920[1]  
Missouri-Kansas-Texas Railroad: chairman 1926 - 1928  
Delaware and Hudson Railroad: president 1907 - 1938  
Loree Building at Rutgers University is named after him.  
Coal colliery named after him in Larksville, PA.  
There were several locomotives named after him.  
Married: Jessie Taber, January 29, 1885 of Logansport, IN  
Children: James Taber, Robert Fresnel, and Louise Claire married:  
David M. Collins

WEST ORANGE, N.J., Sept. 6-- Leonor Fresnel Loree, former president of the Delaware Hudson Railroad, died of a heart attack this afternoon at Bowood, his estate atop the First Mountain here. His age was 82. September 7, 1940 (The New York Times)

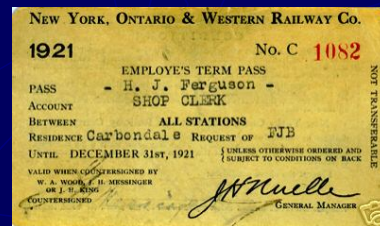
27

# Joseph Henry Nuelle

1938 to 1954



Born April 9, 1881 Died 1964 Son of J. H. Nuelle, of Hanover, Germany, and Mary Gewehr Nuelle, Milwaukee, Wisconsin. Prepared at Phillips Exeter Academy.  
Entered Princeton, September, 1903. C.E., Princeton, 1906.  
Married Myrtle Clare Skeeles, October 12, 1907, in Chicago, Ill.  
Myrtle Elizabeth Nuelle, born November 26, 1910, Chicago, Ill.  
1921 General Manager NYO&W Railway  
Residence, 67 Highland Avenue, Middletown, NY.  
Joseph H. Nuelle was elected president of the Delaware & Hudson Company and its subsidiaries, as of Monday, at an organization meeting of the board yesterday, May 12, 1938 (New York Times)  
D&H Officers Quit: Nuelle retires as Chairman, Irwin as Vice President, December 31, 1959 (New York Times)  
Joseph H. Nuelle, 83 Railroad Executive, dies April 11, 1964 (New York Times)



1921 NYO&W Pass signed by J. H. Nuelle

28

# William White

1954 to 1962



Born February 3, 1897, Midland Park, New Jersey.  
Died April 6, 1967, Cleveland, Ohio.

A director and member of the executive committee of the American Telephone and Telegraph Company and a director of the Association of American Railroads.

Monday, October 11, 1954

William White, 57, who was ousted as president of the New York Central by Financier Robert R. Young, in the hottest railroad battle of the year, was elected president of the Delaware & Hudson Railroad Corp. (793 miles of track stretching from Wilkes-Barre to Montreal), to succeed Joseph H. Nuelle, who voluntarily moved up to board chairman. White was also made president of the road's parent firm, the Delaware & Hudson Co., which controls the Hudson Coal Co., a leading anthracite producer. His new salary: about \$90,000 a year, v. \$120,000 at the Central. In the 1940s, when White was president of the Delaware, Lackawanna & Western, he started merger talks with the D. & H. and the Boston & Maine railroads, to form a carrier that would compete with the Central. Though the plan fell through, White may now revive it, perhaps try to bring in the Nickel Plate, which is partly (15%) owned by the Lackawanna.

29

# John P. Hiltz Jr.

1962 to 1967

Born, September 8, 1911 Baltimore, MD.  
Son, John P. and Nora D. Copper Hiltz  
Married, Beatrice B. Farmer, April 13, 1940  
Residence, 4 Colonial Avenue, Albany, NY.

30

# Frederick Christopher Dumaine Jr.

1967 to 1968



Born September 5, 1902 Died March 13, 1997

December 29, 1966

Delaware Hudson Company each announced yesterday the election of a new chairman as part of general management changes. The Delaware Hudson Company, a holding company that operates the Delaware Hudson Railroad Corporation as a wholly owned subsidiary, announced here the election of Frederic C Dumaine, Jr.

ALBANY, July 28, Frederic C. Dumaine JR., chairman of the Delaware & Hudson Company and the Delaware & Hudson Railroad Corporation, has been elected president and chief executive officer of the two concerns. July 29, 1967 (New York Times).

April 18, 1997 Frederic C. Dumaine Jr., a former state Republican leader and railroad magnate who forged a reputation as a determined battler on the political and industrial fronts, died March 13 in his home in Weston, MA. He was 94. Mr. Dumaine, was known as Buck.

31

# Frank Wells McCabe

1968

Born June 2, 1903, Brewster, NY Died September 1984.

Son of Ambrose F. McCabe and Pauline Crosby Wells  
Yale 1925

22 Peyster Street, Albany, NY

Married Mary Lee Borden, September 1930

1963 Chairman of the board of National Commercial Bank and Trust Company of Albany

32

# John Palmer Fishwick

1968 to 1970



Born 1916 in Roanoke, Virginia. Former chairman and CEO of Norfolk and Western Railway Co. He retired from Norfolk and Western in 1981 and was a director of Norfolk Southern Railway Co. from 1981 to 1989. He also was a partner with Windels, Marx, Davies, and Ives, (Washington, DC) from 1981 to 1984 and Counsel to the firm from 1984 to 1986.

33

# Gregory William Maxwell

1970 to 1972



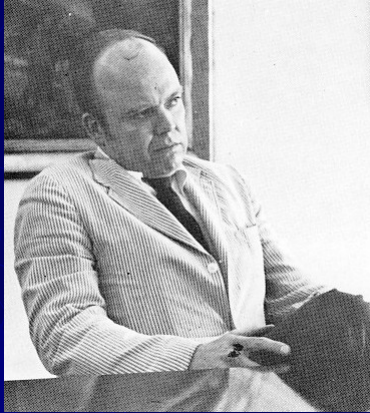
Born July 21, 1917, Toledo, OH. Died May 18, 1993.  
Son, Dr. W. Frank and Marian Seiders Maxwell.  
Married, Dorothy Barrett, June 10, 1940

1974 Service record signed by G.W. Maxwell

34

# Carl Bruce Sterzing Jr.

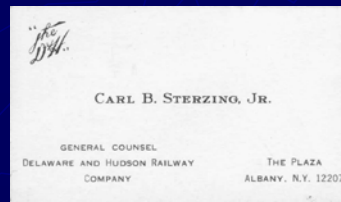
1972 to 1977



Born May 14, 1933, Austin Texas d.  
Married, 1964 Bettye Maas Graduated A&M College 1954  
(BA) USMC 1954 to 1958 1<sup>st</sup> Lieutenant 1960 US  
Department of Justice

Residence 4313 Lookout Rd. Virginia Beach, VA 23455  
1520

Children:  
David Scott  
Carl Bruce III  
Sarah E.



35

# Selig Altschul

1977 to 1983

Selig Altschul, Born April 6, 1912, long a premier financial expert and counselor to the aviation industry and those investing in it, died December 17, 1992, in Manhattan. He was 78 and until recently also kept a home in Pawling, N.Y.

Mr. Altschul's company, Aviation Advisory Service Inc., in Manhattan, served leading airlines and aircraft companies in this country and abroad. He established his consulting practice in 1947 and headed it as president until he suffered a stroke in 1990. He also wrote for financial newspapers and magazines on the economics of transportation industries. He and his wife, Marilyn Bender, were the co-authors of "The Chosen Instrument, a biography of Juan Trippe, the founder of Pan American World Airways (Simon & Schuster, 1982). Began as a Securities Analyst

A native of Chicago, Mr. Altschul graduated from Northwestern University in 1934, when he started his career as a railroad securities analyst for Chicago brokerage houses. At the same time, he began to write financial articles on the budding airline industry, whose swagger was about to be reined in by the regulators under the 1938 Civil Aeronautics Act.

His writings gained him an invitation to join the new Federal Civil Aeronautics Board as a senior analyst from 1941 to 1943. Then, while serving in the United States Army Air Force, he took part in the Strategic Bombing Survey of Germany. He returned to the C.A.B. as chief analyst in 1946 but left for Wall Street the following year to start his company.

Mr. Altschul advised airlines and investment banks on regulatory matters and on how to finance the growth of the airline industry. He often appeared as an expert witness before government agencies and United States Tax Courts. He took on various government assignments, working as a consultant to the Congressional Aviation Policy Board, the Senate Commerce Committee and, in 1955, as head of a Hoover Commission task force that examined the capabilities and performance of the Military Air Transportation Service. President John F. Kennedy named him to his Task Force on National Aviation Goals, known as Project Horizon.

In the early 1960's Mr. Altschul also played a pivotal role in the merger of debt ridden Capital Airlines, then the country's fifth largest, into United Air Lines.

In 1977, the United States Railway Association asked him to serve as chairman and chief executive of the Delaware & Hudson Railway to save it from bankruptcy. He did so for a year and remained a director until 1983, when the company was acquired by Guilford Transportation Industries.

Over the years, he also held directorships in several corporations, including Western Union Corporation and Canadian Imperial Bank of Commerce Trust Company.

In addition to his wife, a former reporter and editor of The New York Times, Mr. Altschul is survived by two sons, Michael F. of Arlington, Va., and James S. of Manhattan; and two brothers, Herman and Sidney, both of Chicago.

36



# Charles E. Bertrand

1977 to 1978

b. d. 3/7/1978

President and Chief Executive Officer of the Delaware and Hudson Railway, who began his career as a train switchman, died suddenly Friday at his home in Huntingdon Valley, Pa. He was 62 years old. Began Career as a Train Switchman in 1937. March 5, 1978 (New York Times).

37

# Kent Perry Shoemaker

1978 to 1982

## RAILROAD EXECUTIVE KENT P. SHOEMAKER, 74, DIES:

Kent P. Shoemaker, 74, co-founder and chairman of the Red River Valley & Western and the Twin Cities & Western railroads, born, April 2, 1934, died on December 21, 2009 of Parkinson's disease at the Breck Homes, Bloomington, MN. Mr. Shoemaker helped launch the 514-mile Red River Valley & Western Railroad, based in Wahpeton, N.D. He subsequently was one of the co-founders of the 229-mile Twin Cities & Western Railroad, which began operations in 1991 with headquarters in Glencoe, Minn. Formation of these two companies preserved and revitalized hundreds of miles of track in Minnesota and North Dakota, helping the region's farmers and agricultural-based businesses to market their products more efficiently. "Kent will be sorely missed," said Andy Thompson, chief executive officer of the RRV&W and TC&W. "His leadership and years of wise counsel helped make both companies outstanding regional railroads." Mr. Shoemaker's railroad career spanned more than 50 years during which he held various engineering, operating, planning and executive positions with several major railroads. His first railroad job was in 1957 in the Maintenance of Way department of the Baltimore & Ohio. He subsequently joined the Soo Line in Minneapolis in 1965 advancing to assistant vice president -- operations. He was president and CEO of the Detroit, Toledo & Ironton from 1973 to 1976 and chairman, president and CEO of the Delaware & Hudson Railway from 1978 until 1982. A noted authority on transportation service design, Mr. Shoemaker also served as a consultant and lecturer on innovative marketing strategies and productivity enhancement. Born in Elmira, N.Y., Mr. Shoemaker was graduated from the University of Michigan with a Bachelor of Science degree in engineering and earned a

Certificate of Transportation from Yale University. Funeral services will be at Lakewood Cemetery Memorial Chapel, 3600 Hennepin Ave. S., Minneapolis, on Monday, December 29, at noon. The visitation will be on Sunday, December 28, from 2:00 to 5:00 p.m. at Gill Brothers Funeral Chapel, 5801 Lyndale Ave. S., Minneapolis. Mr. Shoemaker was preceded in death by his wife, Catherine, and is survived by sons Bruce, Glenn and Douglas; daughter-in-law Nancy Weis; two grandchildren; wife, Marie Grifoni; brother Craig, and two sisters, Karen Fitzgerald and Linda Wolfberg.

38

# VICE PRESIDENTS

John Bolton	1825	John R. Turbyfill	1970 to 1972
Isaac L. Platt	1841 to 1848		
John Ewen	1849		
William Musgrave	1850 to 1856		
Robert Souter	1857 to 1865		
Thomas F. Dickson	1865 to 1869		
Coe Finch Young	1885 to 1889		
Horace G. Young	1889 to 1903		
Abel I. Culver	1904 to 1907		
Clifford S. Sims	1907 to 1917		
William Henry Williams	1918 to 1922		
James Taber Loree	1922 to 1935		

39

## John Bolton

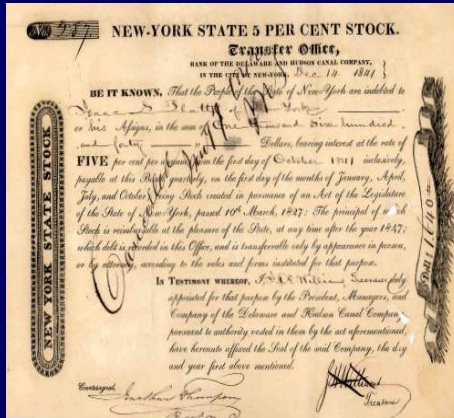
Second Vice President  
1825

40



# Isaac L. Platt

1841 to 1848



1841 Bond issued to Isaac L. Platt

Born April 5, 1793 Freehold, Albany County (now Greene County), New York Died October 22, 1875 Plainfield, New Jersey

His father, Stephen Platt, died there December 12, 1800

Isaac L., and his twin brother, Jacob S., moved to New York City. Jacob S. bought the property and cut the street in New York City which bears his name — Platt Street — in 1834.

Isaac L. Platt was one of the original directors of the Chemical Bank, from February 15, 1844, to December 11, 1844.

He was vice-president of the Delaware and Hudson Canal Company.

Director of the Pennsylvania Coal Company

One of the first importers of English plate glass to this country.

41

# John Ewen

1849

Brigadier General NYS National Guard 1847

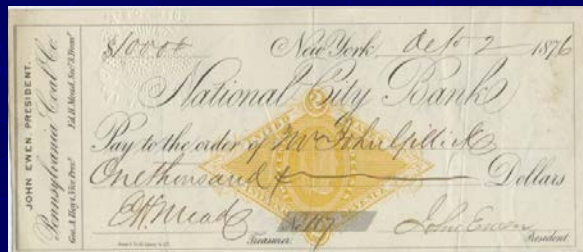
Served in Civil War at Gettysburg

Street Commissioner in NYC

Treasurer Pennsylvania Coal Company

Vice President Pennsylvania Coal Company

June 21, 1853 President Pennsylvania Coal Company



October 2, 1876 check signed by John Ewen President Pennsylvania Coal Company.

42

# William Musgrave

1850 to 1856

Born ? Died April, 1856

Former partner Wurts, Musgrave and Wurts, founded in 1824.

43

# Robert Soutter

1857 to 1865

OFFICE OF THE DELAWARE AND HUDSON CANAL  
COMPANY, NEW-YORK, Dec. 30, 1856. {  
**AT A MEETING OF THE BOARD OF MAN-**  
agers, held yesterday, Mr. ROBERT SOUTTER was  
appointed Vice-President of this Company.  
JAMES C. HARTT, Secretary.

February 5, 1857 New York Times

44

# Thomas F. Dickson

1865 to 1869

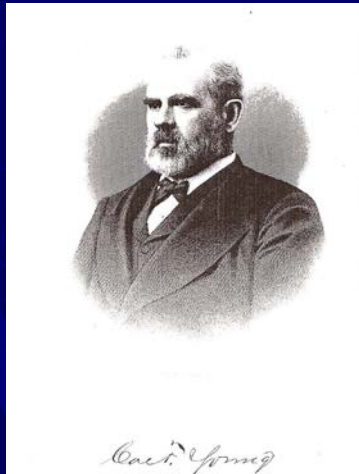
OFFICE DELAWARE AND HUDSON CANAL COMPANY, }  
NEW-YORK, Jan. 23, 1866.  
**AT A MEETING OF THE BOARD OF**  
Managers of this company, held on the 16th inst.,  
**THOMAS DICKSON, Esq.,** was elected Vice-President,  
in place of Robert Soutter, Esq., resigned.  
J. C. HARTT, Secretary.

January 22, 1866 New York Times

45

# Coe Finch Young

1885 to 1889



Born May 15, 1824, Mount Hope, Orange Co., N. Y. Died March 22, 1889

Son of Isaac & Sarah (Robbins) Young Sr.

Married: Mary Amelia Cornell, born July 17, 1824, d. 1903

Daughter of Peter and Margaret Gedney Cornell, sister of Thomas Cornell, President Cornell Steamboat Company and D&HCCo Board of Managers

Entered railway service January 1, 1864 to January 1, 1869, superintendent canal department, Delaware & Hudson Canal Co. January 1, 1869 to January 1, 1873, general superintendent, and January 1, 1873, general manager same company.

Daughter: Mary Augusta Young Married: Joseph B. Dickson September 9, 1885 President Dickson & Eddy Coal, son of Thomas F. Dickson, President D&HCCo

Son: Horace G. Young VP D&HCCo

Son: Edwin Young d. Attorney D&HCCo

Daughter: Cornelia Alice Young Married: George Warren Barnes

46

# Legrand Bouton Cannon

1889 to



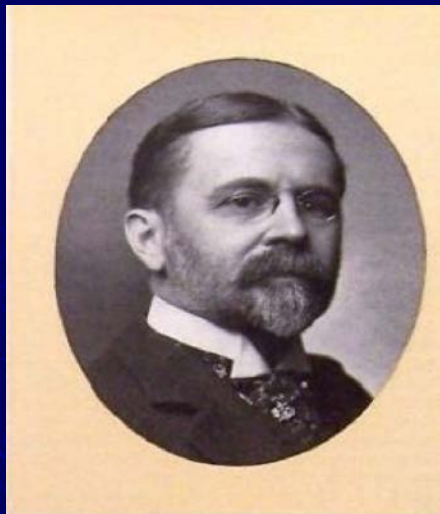
Born November 1, 1815, NYC Died November 4, 1906.

*L. B. Cannon*

47

# Horace Gedney Young

1889 to 1903



b. January 26, 1854 d. 1933

Son of: Coe Finch Young

Married: Cornelia Lawrence Hascy b. 1860

Major of the Third Brigade New York National Guard 1892

Lived at: 425 State Street Albany, NY

Brother of Edwin Young D&HCCo Attorney

Brother of Mary Augusta Young, wife of James B. Dickson,

Son of Thomas Dickson

Nephew of Thomas Cornell

Son:

Clarence Hascy Young, Born September 15, 1882, Albany, NY. Stock broker, Joseph Walker & Sons, 20 Broad Street, New York City. (Yale Class 1905) Died, December 26, 1958

48

# Horace Gedney Young (cont)

DELAWARE & HUDSON CANAL COMPANY.  
SOUTHERN R. R. DEPARTMENT - PASSENGER DIVISION.

Supplement No. 2 to Time Table No. 117.

Taken Effect Monday, January 23d, 1885.

On and after this date the time of Trains Nos. 39 and 40 will be changed, and they will run as follows:

BOUND SOUTH NO. 40.	STATIONS.	BOUND NORTH NO. 39.
7.10 p. m.	.....Schuylkill.....	5.25 p. m.
7.05 "	.....Mohawk.....	5.20 "
6.55 "	.....Beacon.....	5.40 "
6.42 "	.....High Street.....	5.55 "
6.40 "	.....Ballston.....	5.55 "
6.25 "	.....Saratoga.....	6.10 "

The leaving time of Train No. 39 at Mohawk will be 7.05 p. m. instead of 7.00 p. m. as heretofore.

Trains Nos. 39 and 40 will have the rights of first class trains as per Time Table No. 117, of September 29th, 1884.

H. G. YOUNG, ASST GENERAL MANAGER, ALBANY, N. Y.  
THEODORE VOORHEES, SUPERINTENDENT, COVINGTON, N. Y.



1893 pass signed by H.G. Young

1885 timetable supplement issued by H.G. Young

49

## David Willcox

1902 to 1903

Born 1850 Died April 17, 1907  
1902 General Council D&H Company

50

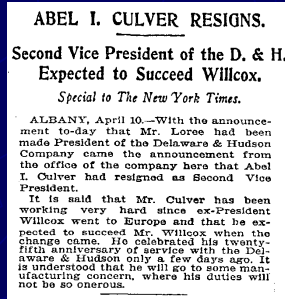
# Abel I. Culver

1904 to 1907



1904 Harper's Weekly add with Abel I. Culver name listed

Born ? Died October 25, 1930  
January 13, 1903 Listed as Controller D&H  
1904 Vice President D&H Company  
President Hudson Navigation Company 1908-1909  
Metropolitan Steamship Company 1908

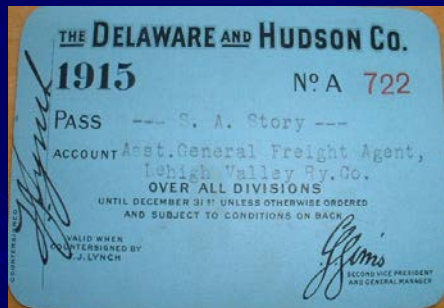


April 11, 1907 New York Times

51

# Clifford Stanley Sims

1907 to 1917



1915 pass No A 722, signed by Clifford Stanley Sims

Born January 12, 1868 Abercrombie's Landing, Arkansas  
Died January 30, 1935 (New York Times)  
Son of Clifford Stanley and Mary Josephine (Abercrombie)  
Sims Residence Apt. 37, The Linton, Montreal, Quebec  
married, Baltimore. Md., December 8, 1909, Martha Lee  
Jenkins.  
Engaged in engineering department of Pennsylvania Railroad  
1885-88; assistant supervisor Cleveland Ohio. Pittsburgh  
Division of Pennsylvania Lines west of Pittsburgh. 1888: later  
assistant engineer and engineer of maintenance at Toledo,  
Ohio: Allegheny, Pennsylvania, and Chicago.  
Superintendent Pennsylvania Lines west of Pittsburgh at  
Chicago, 1901-02; general superintendent Baltimore & Ohio  
Railroad in New York 1902-03; general manager, Baltimore.  
1906-07; second vice- president and general manager  
Delaware & Hudson Co. in Albany. New York. 1907-17: resident  
vice president, same road. Montreal, Quebec., since 1917 vice  
president Quebec. Montreal & Southern Railway Co. Naperville  
Junction Railway Co.  
Member American society Civil Engineers. American Railway  
Association. American Railway Guild. New York State Historical  
Association., Lake Champlain Assn., Society Engineers Eastern  
New York; Montreal board of Trade.  
Clubs: City (New York), Fort Orange (Albany), Royal Montreal  
Golf, Canadian, Mount Royal, St. James (Montreal).

52



# William Henry Williams

1918 to 1928

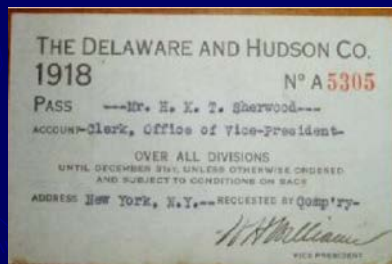


Third vice-president Delaware & Hudson Co. Offices: New York, N.Y. Born June 25, 1874, at Athens, Ohio. Educated at the Toledo Ohio public schools and Beaver Valley Business College. Entered railway service May, 1890, since which he has been consecutively, to 1891, assistant to cashier local freight station Pennsylvania Lines at Toledo; and 1891, assistant on engineer corps Pittsburgh & Lake Erie Railroad; February to September, 1892, stenographer to superintendent of telegraph Pennsylvania Lines; September, 1892, to January, 1896, stenographer to general manager same lines; January, 1896, to January, 1901, secretary to general manager same lines and chief clerk to third vice-president same lines; January, 1901, to vice-president same lines; January, 1901, to April, 1904, assistant secretary Baltimore & Ohio Rd. and assistant to general manager same road; April 1 to October 6, 1904, superintendent freight transportation, yard and station service, Frisco Lines; February, 1905, to June, 1907, statistician for General Managers' Association at New York and Chicago; 1905 to May 19, 1907, traffic manager Merchants' & Manufacturers' Association and Chamber of Commerce of Pittsburgh; May 19 to October 1, 1907, assistant to president Delaware & Hudson Co.; October 1, 1907, to date, third vice president same company. Director the Delaware & Hudson Co., the Hudson & Manhattan R.R. Co., the Norfolk Southern R.R. Co., the Kansas City Southern Rwy. Co., Vice President Hudson Coal Company 1921 and the Quebec, Montreal & Southern Rwy. Co.

53

# William Henry Williams (cont.)

1918 to 1928



1918 pass signed by W.H. Williams

The resignation of William H. Williams, long an associate of Leonor F. Loree, as Vice President of the Delaware Hudson Railroad, which Mr. Loree heads, may be announced at the annual meeting tomorrow May 7, 1928 (New York Times)

The resignation of William H. Williams as Vice President of the Delaware Hudson Railroad was announced yesterday May 8, 1928 (New York Times)

ST. LOUIS, Oct. 14.--William Henry Williams of New York, chairman of the board and president of the Wabash Railway Company, died today in his rooms at the Coronado Hotel after a heart attack suffered last night. He was 57 years old. October 15, 1931 ( New York Times)

54

# William Henry Williams

1918 to 1928



Third vice-president Delaware & Hudson Co. Offices: New York, N.Y. Born June 25, 1874, at Athens, Ohio. Educated at the Toledo Ohio public schools and Beaver Valley Business College. Entered railway service May, 1890, since which he has been consecutively, to 1891, assistant to cashier local freight station Pennsylvania Lines at Toledo; and 1891, assistant on engineer corps Pittsburgh & Lake Erie Railroad; February to September, 1892, stenographer to superintendent of telegraph Pennsylvania Lines; September, 1892, to January, 1896, stenographer to general manager same lines; January, 1896, to January, 1901, secretary to general manager same lines and chief clerk to third vice-president same lines; January, 1901, to vice-president same lines; January, 1901, to April, 1904, assistant secretary Baltimore & Ohio Rd. and assistant to general manager same road; April 1 to October 6, 1904, superintendent freight transportation, yard and station service, Frisco Lines; February, 1905, to June, 1907, statistician for General Managers' Association at New York and Chicago; 1905 to May 19, 1907, traffic manager Merchants' & Manufacturers' Association and Chamber of Commerce of Pittsburgh; May 19 to October 1, 1907, assistant to president Delaware & Hudson Co.; October 1, 1907, to date, third vice president same company. Director the Delaware & Hudson Co., the Hudson & Manhattan R.R. Co., the Norfolk Southern R.R. Co., the Kansas City Southern Rwy. Co., Vice President Hudson Coal Company 1921 and the Quebec, Montreal & Southern Rwy. Co.

55

# Frederick W. Leamy

1928 to

Born, November 3, 1886, West Rutland, VT  
Son, James and Catherine Clark Leamy  
Married, Loretta Werner Harben, March 28, 1932  
Residence, 944 Park Avenue, NY, NY.

F.W. Leamy, assistant to the President of the Delaware Hudson Railroad, was elected Vice President yesterday to succeed William H. Williams, resigned May 10, 1928 (New York Times)

Frederick W. Leamy of 944 Park Avenue, for many years vice president of the Delaware Hudson Railroad, died yesterday morning in Doctors Hospital after a long illness. He was 65 years old. December 2, 1951 (New York Times)

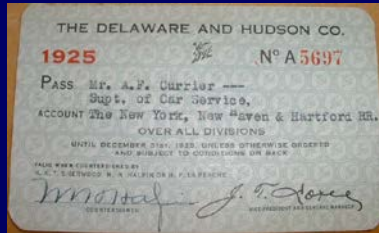
1938 Senior vice president and director of the Hudson Coal Company.

56

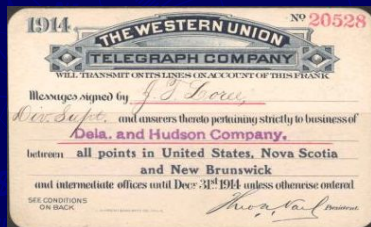


# James Taber Loree

1922 to 1938



1925 pass signed by J. T. Loree



1914 pass issued to J. T. Loree

Born April 6, 1887

Monday, April 04, 1927 Married Colonel James Taber Loree, 39, Vice President and General Manager of the Delaware & Hudson, son of Railroader President Leonor Fresnel Loree; to one Miriam G. Collins, in Brooklyn, N. Y. (Time)

James Taber Loree, former vice president and general manager of the Delaware and Hudson Railroad, died yesterday at his home. He was 85 years old. April 30, 1973 (New York Times)

57

# R. C. Kann

Board of Managers, April 25, 1928 " Resolved, That Mr. RC Kann be, and he hereby is, appointed a Vice President of this Company for the purpose of signing, on behalf of The Delaware and Hudson Company.

58

# Harry B. Weatherwax

H.B. WEATHERWAX, TRACTION MAN, DIES;  
Retired co-receiver of lines in Albany and vicinity  
is stricken at age of 59 once a railroad official.  
Vice President of the Delaware & Hudson until it  
gave up its subsidiaries.

Special to THE NEW YORK TIMES.  
July 2, 1939, Sunday  
Section: Obituaries, Page 15, 294 words  
ALBANY, N. Y., July 1.--Harry B. Weatherwax,  
former co-receiver of the United Traction  
Company, which operates trolley and bus lines in  
the Albany district, died today at the age of 59.

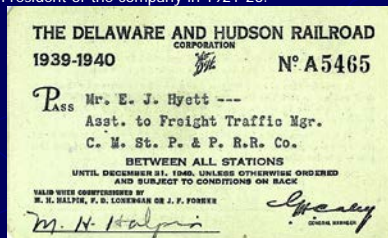
59

# Glenn Hinton Caley

1938 to 1949



Born October 25, 1888, Middletown, NY  
Son, George James and Katherine Jakley Caley  
Married, Anna DeWitt, April 11, 1917  
Glenn Caley, general manager of the New York, Ontario  
Western Railroad, since 1905, is to become vice president of  
the Delaware Hudson Railroad, it was disclosed yesterday.  
He will succeed J. Taber Loree, who resigned recently from  
that position. May 14, 1938 (New York Times)  
Residence, 65 Grand Avenue, Middletown, NY.  
Joined the Monhagen Hose Company in 1905. He served as  
President of the company in 1921-23.



1939-1940 pass signed by G. H. Caley

60

# Harry Turner Newcomb

Born January 4, 1867 Owosso, Michigan.  
Died October 7, 1944  
Married, Lucy Comstock  
Resides Washington, Connecticut  
Lawyer, Vice President and General Counsel of the Delaware and Hudson Railroad Corporation (retired December 31, 1934) educated public schools and Columbian (now George Washington) University.

Appointed, February 1, 1921, General solicitor.  
H. T. Newcomb dies, Rail Official, 77; former Vice President of the Delaware & Hudson, headed law department October 8, 1944 (The New York Times)

61

# James Kerr McNeillie

to 1940

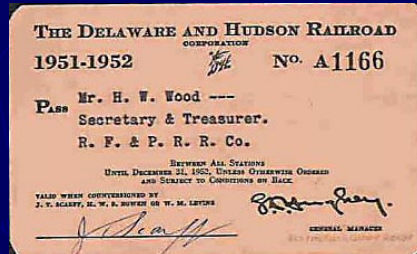
Born 1874 Died April 24, 1940  
Educated at Lindsey and after 1891 in practical service with the G. T. R. and the C. P. R. In 1915, made General Superintendent, Canadian Government Railways. Since 1919, Superintendent of the Susquehanna Division, Delaware and Hudson Railway.

MONTREAL, April 24 (Canadian Press) J.K. McNeillie of Albany, N.Y., resident vice president of the Delaware Hudson Railroad Company, was found dead today in his hotel room of a heart attack. He was 66 years old. April 25, 1940 (New York Times)

62

# George DeCamp Hughey

1950 to



Born December 7, 1884, Oakmont, PA, Son of Frank W. and Ida E. DeCamp Hughey.

Married Helen Smith, November 28, 1911

July 29, 1949

The company announced today that George D. Hughey, of Loudonville, assistant vice president, would replace Mr. Caley. (New York Times)

February 29, 1952

George D. Hughey, vice president and general manager of the Delaware and Hudson Railroad Corporation (New York Times)

63

# William Wallace Cox

to 1954

Born 1886, San Antonio, TX Died September 1967  
PORT WASHINGTON, L. I., September 1. William W. Cox, who retired in 1954 as vice president of the Delaware Hudson Railroad Corporation, died on Wednesday in the Manhasset Medical Center Hospital. He was 81 years old and lived at 73 Summit Road. September 2, 1967 (New York Times)

64

# John F. Riley

to 1964

Born ? Died August 1, 1969

Retired April 30, 1964, started with accounting division in 1945.

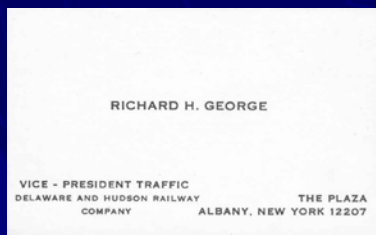
Died: Riley, John F., August 1, 1969, of Kew Gardens, N.Y. Retired Vice President, assistant to President of Delaware And Hudson RR. Secretary Treasurer Champlain National Corp. ( August 3, 1969 New York Times)

65

# Richard Herbert George

1963 to 19??

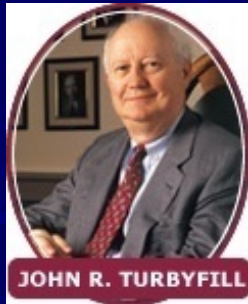
Born January 16, 1920, Indianapolis, Indiana  
Vice President, Traffic.



66

# John Ray Turbyfill

1970 to 1972



Born in Newland, N.C., a small town in the Blue Ridge, Turbyfill grew up the son of an itinerant mechanic. His family moved around a lot as his father went from job to job during the 1930s, repairing heavy road building equipment. Turbyfill attended 13 elementary schools. His family moved to Virginia during World War II, eventually settling in Salem, where Turbyfill was graduated from Andrew Lewis High School in 1949. His mother still lives in Salem.

He went to Roanoke College and then law school at the University of Virginia. After law school he was hired by the renowned Cravath, Swaine & Moore law firm in New York, where he worked four years. He married Joyce Bolton during law school, they divorced in 1975, but had two children, Karen Denise Taylor and John Jr. Both children have married and Turbyfill has four grandchildren.

During a visit with his parents, Turbyfill had dinner with Jack Fishwick, a family friend and an executive at Norfolk and Western. Fishwick would later become the N&W's chief executive. That dinner turned into a job offer that Turbyfill accepted. He returned in 1960 to Virginia, where he worked in the N&W's Roanoke headquarters as an assistant general attorney. Mr. Turbyfill served as Vice Chairman of Norfolk Southern until retiring in 1996. Prior to being named Vice Chairman in 1993, Mr. Turbyfill served in a variety of roles with Norfolk Southern, including Executive Vice President.

67

Born: Newland, N.C., Sept. 28, 1931. Son of Thomas M. and Della (Braswell) Turbyfill. Married: Joyce Bolton, Aug. 14, 1954. Children: Karen Denise, John Ray, Jr. Education: Roanoke coll. (B.A. 1953), Univ. of Va. Law Sch. (LL.B. 1956). Career: 1956-60, assoc., Cravath, Swaine & Moore, N.Y.; with N&W, 1960-70, asst. gen. counsel: 1970-, sr. v.p., E.L. & D. & H.; v.p. Dereco, Ind. Member: Phi Delta Phi, Va., N.Y., Roanoke, Am. Bar Assns. Kappa Alpha, Pickwick Club, Raven soc. Protestant, Democrat. Home address: 2849 Concord Rd., Pepper Pike, Ohio 44124.

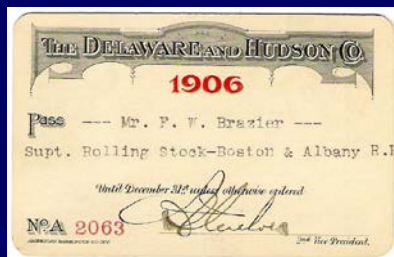
68

## SECOND VICE PRESIDENT

69

## Abel I. Culver

1903 to 1906



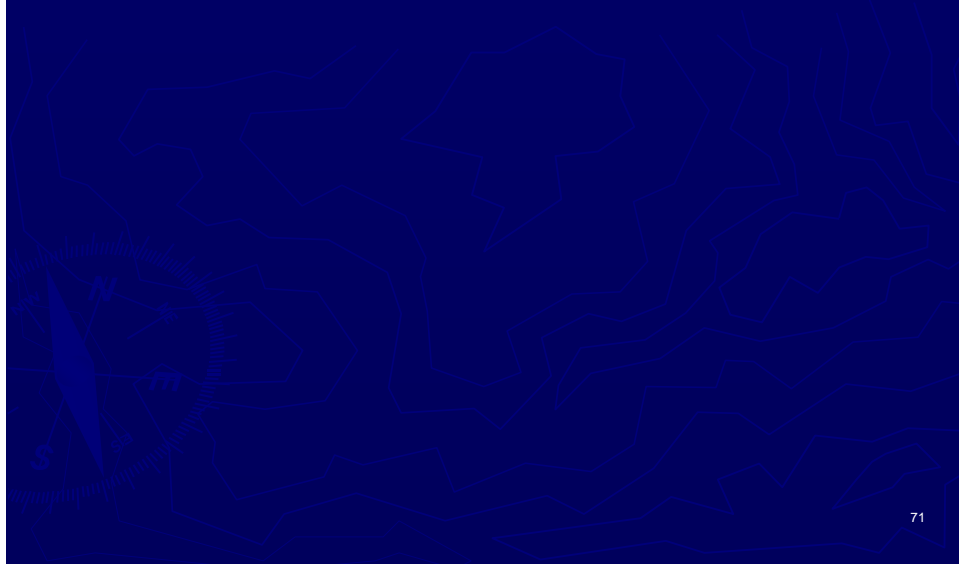
1906 pass #2063 signed by A. I. Culver

Born Died October 23, 1930, Montclair, NJ  
Son of Dr. Joseph Edwin Culver  
Married Lizzie Vance Parker  
Children:  
Winthrop Parker Culver  
Kathryn Parker Culver Kent  
Residence, 180 Union Street, Montclair, NJ  
1902 Director Union Trust Company of Albany, NY  
1907 President Hudson Navigation Company

70

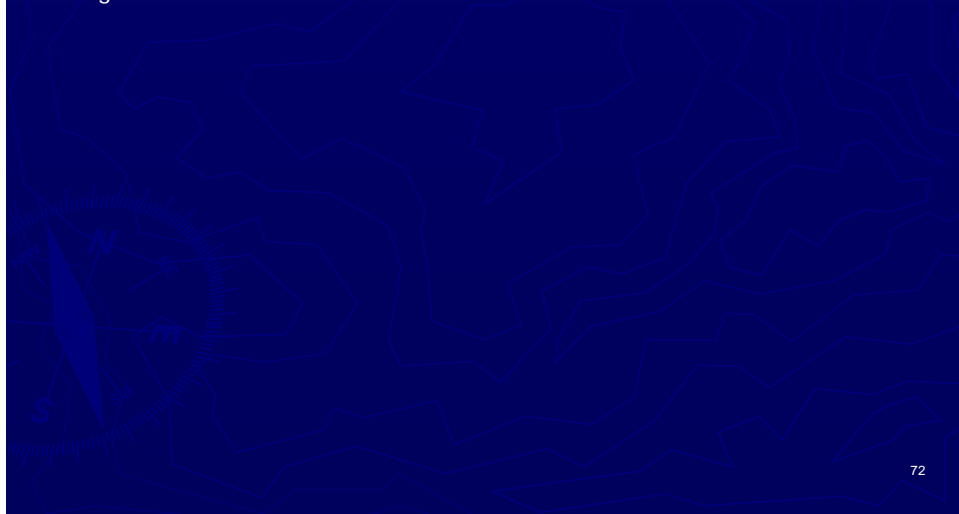
# Charles A. Peabody

1912



## *Assistant to Vice President for Industrial Development*

George E. Bates





# George E. Bates

1914 to 1944

George E. Bates, division freight and passenger agent of the Delaware & Hudson at Scranton, Pa., has been appointed industrial agent, with office at Albany, N. Y. John J. Coyle, general eastern freight agent, succeeds Mr. Bates, and C. E. Rolfe, general freight agent, will assume the duties of general eastern freight agent.)

73

# Benjamin D. Anthony

1944 to

Born June 26, 1879, Clifford Township,  
Susquehanna County, PA  
January 5, 1944

Benjamin D. Anthony of Albany was appointed today assistant to the general manager of the Delaware & Hudson Railroad to succeed George E. Bates of Albany, who retired. (New York Times)

74

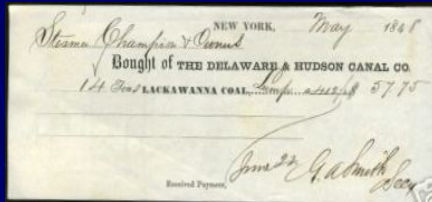
# SECRETARY

Isaac Newton Seymour	1831 to 1843
Gilead A. Smith	1847 to 1854
James C. Hartt	1855 to 1866
Richard H. Nodyne	1867 to 1869
Daniel Wilson	1869 to
George L. Haight	1873 to
Horace Gedney Young	1892 to 1903
F. Murray Olyphant	1904 to 1924
J. Walter Coon	1943

75

## Gilead A. Smith

1847 to 1854



1848 Receipt signed by G. A. Smith

76

# F. Murray Olyphant

1890 to 1924

Born? Died?

Grandson of Robert M. Olyphant

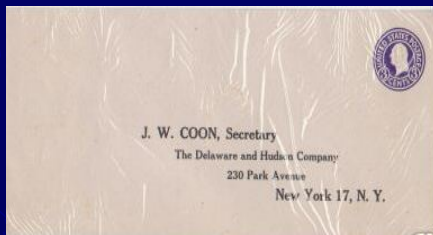
Lived at: Incleburg, Englewood, New Jersey

Son: Murray Olyphant married Mary Bartow  
Polhemus, June 6, 1922.

77

# J. Walter Coon

1924 to 19??



Born January 7, 1875, Warren, IL

Residence, 241 Edgewood Avenue, Westfield, NJ.

Envelope for J. W. Coon

78

## ASSISTANT SECRETARY

79

## Walter H. Higinbotham

1939 to

Born , June 17, 1897, New Orleans, LA  
Married, Alice Digney, June 11, 1927  
Residence, 1704 N. Wanamassa Drive, Asbury  
Park , NJ.

80

# TREASURER

Samuel Flewelling	1825 to 1831
John H. Withams	1831 to 1843
Isaac Newton Seymour	1844 to 1869
Charles P. Hartt	1869 to 1872
James C. Hartt	1873 to 1892
Charles Ashbel Walker	1893 to

81

## Samuel Flewelling

1825 to 1831

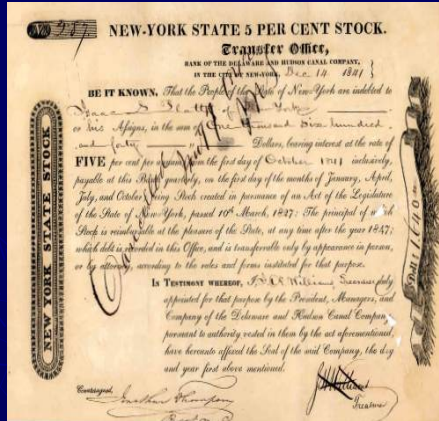
Died June 21, 1849 Aged 74 years  
married, Julia Elvira, daughter of Judge Judson  
Canfield. Died May 21, 1868 Aged 77 years.

1840 cashier National Bank 19 Wall Street NYC  
Took \$257,800 of the U. S. Government Loan,  
1813-14. Succeeded Whitehead Fish as Cashier of  
the Franklin Bank.

82

# John H. Withams

1831 to 1843



Born 1790? Died June 13, 1854

In this City, on Tuesday, June 13, JOHN H. WITHAMS, Esq., aged 64, for many years Cashier of the Delaware and Hudson Canal Co

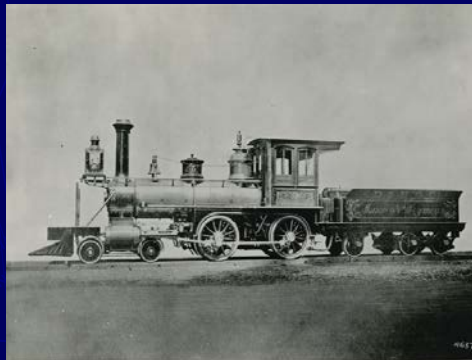
June 16, 1854 New York Times

1841 D&HCCo bond signed by John H. Withams

83

# Isaac Newton Seymour

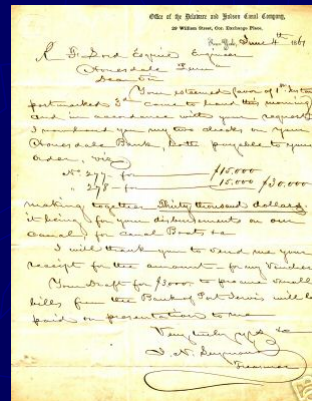
1844 to 1869



Gravity Locomotive #5 "Isaac N. Seymour"

Born 1795 Died January 19, 1873

Employed with the company since the first board meeting in 1825.



1867 letter to R.F. Lord by I.N. Seymour

84



# Charles P. Hartt

1869 to 1872

"Mr. Charles P. Hartt, treasurer of the D. & H. C. Co., died in New York City last Sunday morning, aged fifty-four years. It appears that Mr. Hartt was in good health on Saturday and in the evening went to Central Park. He returned about midnight, and immediately retired, and slept until four o'clock A. M., when he awoke and complained of illness, and died in about two hours. Mr. Hartt was born in Troy, N. Y., and was cashier of the Second National Bank of New York for many years." (Carbondale Leader, June 29, 1872, p. 3)

Born 1818 Died June 23, 1872

Married: July 18, 1844, Nancy Adgate Montague, born January 29, 1821.

With an old schoolmate, Mr. William H. Young purchased the stock and fixtures of Mr. Zephaniah Clark at the store 214 River Street, Troy, NY, and entered upon mercantile life as one of the principals of Young & Hartt. In the spring of 1851 Mr. Hartt was appointed cashier of the Commercial Bank of Burlington, Vt., which office he accepted in April of that year. In 1855 Mr. Hartt became cashier of the manufacturers' Bank of Troy; in March, 1866, Mr. Hartt accepted the cashier ship of the Second National Bank of New York City, which position he filled until March, 1869, when he was appointed Treasurer of the Delaware & Hudson Canal Co., which position he retained until his death, which occurred June 23, 1872. Mr. Hartt was born in Troy in 1818. He was chosen an alderman on the reform ticket at the election in the fall of 1871, in New York City, for the seventh district. Mr. Young purchased Mr. Hartt's interest in the bookstore, and continued it in his own name until the spring of 1860. Son, James C. Hartt

85

# James C. Hartt

1873 to 1892



1878 check signed by J.C. Hartt

Born ? Died ?

Son of Charles P. Hartt

Lived in NYC

Named a manager of Mechanicsville and Fort Edward Railroad May 3, 1880

86

# Charles Ashbel Walker

1893 to

**C.A. WALKER, 92, DEAD ; CIVIL WAR OFFICER; With the Delaware & Hudson Road 52 Years, Rising From Clerk to Treasurer. May 28, 1936, Thursday (New York Times)**

Major Charles Ashbel Walker (b. June 23, 1843-d. May 27, 1936), a Civil War veteran and treasurer for the Delaware and Hudson Company railroad, and Elizabeth "Bessie" Jones (b. 1843 d. February 7, 1914).

Major Walker had served in the Fifth New York Volunteer Infantry, better known as 'Duryée's Zouaves'. After the war, he was honorably discharged with the rank of brevet Major, and took the position of clerk to the Treasurer of the Delaware and Hudson Railroad. He married Bessie Jones in Albany, New York, on May 16, 1867.

Daughter Jennie Judd Walker (February 7, 1868 d. July 14, 1950), Married April 27, 1897 Edward Penfield. Edward and Jennie lived with the Walkers in the Bronx, and later in a large house the Walkers built at 185 Jackson Avenue in Pelham Manor, New York. Penfield made a small studio in an upper floor of the house.

In June of 1897, the newlyweds, accompanied by Mr. Walker honeymooned in England, Europe and probably Holland. Penfield's July 1897 *Harper's* poster is signed "London."

87

# Charles Ashbel Walker (cont.)

WALKER, Charles Ashbel. 32 Nassau St., New York; residence, Pelham Manor. N. Y. Treasurer Del. & Hudson Co.; b. Albany. N. Y., June 23, 1843, s. Alphonso and Jeannette (Judd) Walker: lineal descendant on paternal side of Widow Walker, who settled in Rehobeth. Mass. 1636: on maternal side of Deacon Thomas Judd who came from England 1633; ed. Albany public schools; m. Albany. N. Y. May 18. 1867. Elizabeth Jones: one daughter, Jennie Judd (Mrs., Edward Penfield). Began railroad service 1866, as clerk in freight department Albany & Susquehanna R. R., and has been consecutively assistant to general freight agent, ticket agent. In engineer corps assistant to paymaster, and chief clerk to Financial Department: general railroad accountant, assistant treas. controller, and now treas. Delaware & Hudson Co.; sec., treas. and dir., Champlain Transportation Co., Greenwich ft Johnsonville Railroad Co., Mechanicsville & Fort Edward Railway Co.; treas. Franklin Savings Bank. Sec. to Speaker Littlejohn. of New York State Assembly, 1860-61: was at side of President Lincoln when he addressed the Legislature. Feb. 18. 1861, when he was on his way to inauguration. Joined Washington Continentals, Co. B, 76th Regiment. New York State Militia, 1861: performed guard duty with that company during organization of the two-year regiments under President's first call for troops. July 18, 1861. At New York; Joined Co. I, 6th New York Volunteers

(Duryee's Zouaves) under Capt.. Charles G. Bartlett; in service at Fort Federal Dill, Baltimore, erecting that fort; promoted corporal, 1862: service in Dix Division, Middle Department, to March, 1862 Syke's Regular Infantry Division, Army of the Potomac, May, 1862: 3rd Brigade. Syke's 2nd Division, 5th Corps, Army of the Potomac, to Nov., 1862; served with expedition through Accomac and Northampton Counties. Va.: defense of Baltimore, served at Fortress Monroe, Va., Peninsula to Yorktown. siege of Ashland, New Bridge. Old Church, seven days' battle before Richmond, battles of Mechanicsville. Gaines Mill (in which was wounded in shoulder). White Oak Swamp, Glendale. Malvern Hill, Harrison's Landing: commissioned 2nd Lieut., Co. A, 165th New York Volunteers, 2nd Duryee's Zouaves, Sept. 17, 1862 1st Lieut., Capt. and Pvt. Major, 1865, for faithful and meritorious services; in service on expedition New Orleans to Ponchatoula, Berwick Bay, Port Hudson fight at Plains Store siege. and surrender of Port Hudson. Sabine Pass expedition: acting assistant Adjutant General on Gen. H. D. Wessel's staff. Hiker's and Hart's Islands, New York Harbor; provost marshal of Confederate prison camp, Hart's Island. Gov. and T.-pres. Albany Society of New York. Military Order Loyal Legion of U. S. National Geographic Society. Recreations; Riding, driving, boating, bowling. Clubs: West Side Republican, Pelham Manor. Republican. Presbyterian.

88

# William L. M. Phelps

18?? to 18??

Albany Academy, class of 1841  
 1870 Secretary, Albany & Susquehanna Railroad  
 Albany, NY.  
 1873 Treasurer, Albany & Susquehanna Railroad  
 Albany, NY.  
 Cashier of the Lackawanna and Susquehanna  
 Railroad Company.  
 Cashier Delaware & Hudson Canal Company.



July 20, 1874 D&HCCo. Check for \$30,000 made out to W.L.M. Phelps, signed by Joseph J. Albright.

89

# William C. Van Alstyne

1867 to 1872

Born Albany, N.Y., December 7, 1848. Entered  
 railway service October 1864 to January 1, 1867  
 over and short clerk New York Central & Hudson  
 River RR freight office, Albany, January 1, 1867 to  
 June 30, 1872, assistant treasurer Albany &  
 Susquehanna RR, and assistant cashier RR  
 department Delaware & Hudson Canal Co.,  
 November 1878 to June 1880 claim department  
 Michigan Central RR, Chicago, October 1880,  
 general manager, Lebanon Springs RR. Office  
 Albany, N. Y.

90

# C. H. Booth

1873 to

1898 Cashier with 25 years of service.  
1915 Assistant Treasurer and Cashier.

91

# William Henry Davies

Born, April 7, 1869, Carbondale, PA. Son of  
Edward Young and Lurilla Thompson Davies.  
Married Florence Cubberley, October 4, 1892

November 11, 1947

William H. Davies of 657 Boulevard, Mayor of  
Westfield, NJ in 1933-34, and retired treasurer of  
the Delaware Hudson Railroad, with which he was  
associated for years. He was a director of the  
Westfield Trust Company, and the Westfield  
Saving and Loan Association. Mr. Davies retired  
last February from the Delaware Hudson. (New  
York Times)

92

# Lucas Giles Dover

Assistant Treasurer.

93

## GENERAL MANAGER

Richard H. Nodyne	1866 to 1868
Coe Finch Young	1869 to 1884
Horace Gedney Young	1885 to 1903
Clifford Stanley Simms	1907 to 1916
Frederick P. Gutelius	1918 to 1922
James Taber Loree	1922 to 1935

94

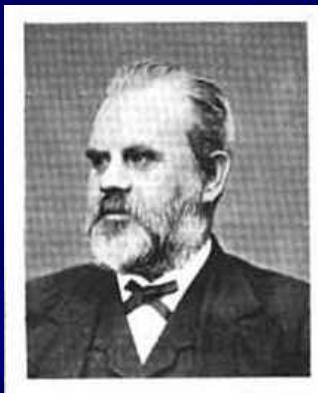
# Richard H. Nodyne

1866 to 1868

95

# Coe Finch Young

1869 to 1884



Born May 15, 1824, Died March 22, 1889  
son of Isaac & Sarah (Robbins) Young Sr.  
Married: Mary Amelia Cornell July 17, 1824, died 1903  
Daughter: Mary Augusta Young Married: Joseph B.  
Dickson September 9, 1885 son of Thomas F.  
Dickson  
Son: Horace G. Young  
Son: Edwin Young  
Daughter: Cornelia Alice Young Married: George  
Warren Barnes



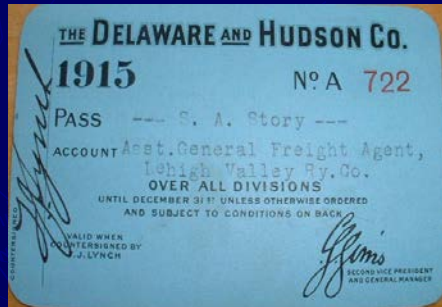
1878 Pass signed by C. F. Young

96



# Clifford Stanley Sims

1907 to 1916



1915 Pass No A 722, signed by Clifford Stanley Sims

b. 1/12/1868 Abercrombie's Landing, Ark.  
son of: Clifford Stanley and Mary Josephine  
(Abercrombie) Sims  
res. Apt. 37, The Linton, Montreal, Que.  
m. Baltimore. Md., Dec. 8, 1909, Martha Lee Jenkins.

Encaged in engineering department of Pennsylvania R. R. and others, 1885-88; assistant supervisor Cleveland A Pittsburgh Division of Pennsylvania Linea west of Pittsburgh. 1888: later assistant engineer and engineer of- maintenance at Toledo, Ohio: Allegheny, Pa., and Chicago: superintendent Pennsylvania Lines west of Pittsburgh at Chicago, 1901-02; general superintendent Baltimore & Ohio R.R. in New York 1902-03; general mgr. Baltimore. 1906- 07; second v.-pres. and general mgr. Delaware & Hudson Co. in Albany. N. Y. 1907-17: resident vice pres, same road. Montreal, One., since 1917 vice pres. Quebec. Montreal & Southern Rv. Co., Naperville Junction Ry. Co. Member American society Civil Engineers. American Railway Assoc. American Railway Guild. New York State Historical Assn., Lake Champlain Assn., Society Engineers Eastern New York; Montreal board of Trade. Clubs: City (New York), Fort Orange (Albany), Royal Montreal Golf, Canadian, Mount Royal, St. James (Montreal).

# Frederick Passmore Gutelius

1918 to 1922



Born December 21, 1864 at Mifflinburg, PA.  
C.E., 1887; Sc.D., Lafayette College, 1914;  
Pennsylvania Lines, 1888 to 1892; Columbia  
Western Railway, 1895-1898; Canadian Pacific  
Railway, 1898-1912; General Manager of Canadian  
Government Railways.

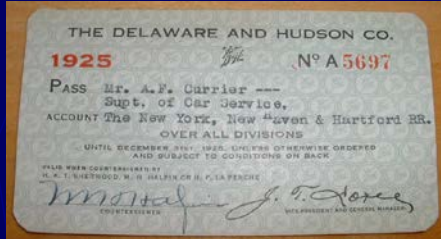
F. P. Gutelius was made General Manager of the  
Delaware Hudson Railroad Jun 11, 1918, Tuesday  
(The New York Times)

F. P. Gutelius was the first general manager of the  
Canadian Government Railway

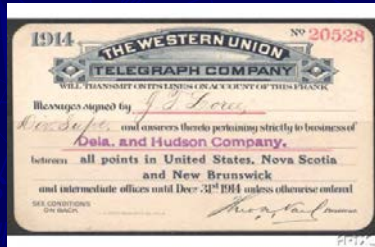
F. P. Gutelius, Dies; RAILROAD OFFICIAL;  
Vice President of Delaware & Hudson Formerly  
With the Canadian Government Railway  
September 13, 1935 - Obituary (The New York  
Times)

# James Taber Loree

1922 to 1935



1925 Pass signed by J. T. Loree



1914 Pass issued to J. T. Loree

Monday, Apr. 04, 1927 Married Colonel James Taber Loree, 39, Vice President and General Manager of the Delaware & Hudson, son of Railroader President Leonor Fresnel Loree; to one Miriam G. Collins, in Brooklyn, N. Y.

Elected. James Taber Loree, younger of the two sons of Chairman Leonor Fresnel Loree of the Delaware & Hudson Railroad, to be a member of the D. & H.'s board of managers. He has been a vice president since 1923. His brother, Robert Fresnel Loree, is vice president of the Guaranty Trust Co. of Manhattan, in charge of its foreign department. Their uncle, W. C. Loree, is a director of the Kansas City Southern Railway, of which their father is chairman.

Monday, Jun. 11, 1928 (Time)

99

## ASSISTANT GENERAL MANAGER

Jay Chapman Root

Albert James Stone

1905 to 1907

Harry Fisher Burch

1924 to

George E. Bates

to 1944

Benjamin D. Anthony

1944 to

100

# Jay Chapman Root

Jay Chapman Root, assistant manager of the Delaware and Hudson Canal  
Married Mary Jane Wood Root.

Son, Chapman Jay Root was born in Wayne County, Pennsylvania on November 22, 1864 received his schooling in the public schools of Ravenna, Ohio and began his business life there in 1886 as an employee of the Dolg Foundry. By 1889 he had begun working for the Ravenna Glass Chimney Company and within one year was its Vice-President and Treasurer.

From 1894 to 1899 he managed the Cream City Glass Company in Milwaukee, Wisconsin and in 1899 he moved to Terre Haute, Indiana and began serving as the Secretary of the North Baltimore Glass Company. By 1901 he had organized his own business, The Root Glass Company, which Manufactured glass bottles and other glass containers that would withstand high internal pressures.

In 1905, the Root Glass Company was doing so well that it purchased, rebuilt and re-equipped a second glass plant in Terre Haute. This plant manufacture Root Mason jars. The Root Mason Jar plant was sold to the Ball Brothers Company of Muncie, Indiana in 1908. The Ball Brothers Company entirely dismantled the plant and shipped it to the East Coast for reconstruction.

It was a national contest that brought the Root family and the Root Glass Company to worldwide prominence. In 1915, the Coca-Cola company held a contest to find a bottle design that was so distinctive that, as Chattanooga bottler stated, "it could be recognized in the dark" and "so shaped that, even if broken, a person would tell at a glance what it was."

Chapman J. Root put together his design team and gave them the task of designing a bottle for the contest. The team consisted of T. Clyde Edwards, Alexander Samuelson, and Earl R. Dean. Samuelson was the plant superintendent and Dean was the man who actually designed the bottle, using as his inspiration an illustration of the Cocoa Bean from the 1910 Encyclopedia Britannica.

The Root design won the contest and so began a journey that would bring the green contoured Coca-Cola bottle the title of the most recognizable bottle and trademark in the world!

In the 1930's, the Root Glass Company had grown from employing 200 to the largest glass plant in the United States that manufactured high-pressure glass containers and was employing over 1,000 people. In 1932, the facilities were merged with the Owen Illinois Glass Company of Toledo, Ohio and the Root Glass Company's charter was amended to make it an investment company. Chapman J. Root remained as its president. He invested in bottling concerns, Coca-Cola plants and many other business ventures throughout the country. The Root Company became a recognized name throughout the world.

Chapman J. Root married Ellen A. Ruffle and July 12, 1891. They had one son, William R. Root. William was killed in an airplane accident near Farmersburg, Indiana. In June of 1932. His parents, his widow Virginia Shaw Root, and his son Chapman S. Root survived him.

Chapman J. Root continued to be active in the Coca-Cola bottling business until his death in 1945. His grandson, Chapman S. Root, took the managerial duties of the business and was responsible for the reorganization of the company and the modernization of the physical plants. He, like his grandfather, was dedicated to the idea of "only the best".

Chapman S. Root, was married on May 1, 1948 to Susan Spear of Terre Haute. They were both graduates of Wiley High School and both attended Indiana State University. They had six children: Susan Root Graham, Chapman J. II, William, Christopher, John and Preston.

The Root Glass Company, after acquisition by Owen-Illinois Company, eventually became, in 1962, the American-Wheaton Glass Corporation. It was sold to the American Can Company in 1962 and then to Midland Glass Company in 1968. Finally purchased by the Anchor Glass Container Corporation, it was closed in 1984.

In the early 1950's the Root family moved to Daytona Beach, Florida and continued to conduct the family's business from there. The family of Chapman S. Root continues to be active in the family business today.

The original location of the Root Glass Company is honored with an Indiana Historic Marker which bears the image of the most famous trademark in the world, the contour Coca-Cola bottle, and a brief history of its origin. This marker is the only one in the State of Indiana to bear an image. Terre Haute is proud to be the birthplace of the 101 contour Coca-Cola bottle and grateful to the Root Family for their continued support of many charitable organizations in the area.

# Albert James Stone

1905 to 1907

**Delaware and Hudson Gets A. J. Stone.**  
ALBANY, Oct. 31.—An official notice issued to-day by Second Vice President A. I. Culver of the Delaware and Hudson Company announces the appointment of A. J. Stone as assistant to the Second Vice President, in charge of the Transportation Department, with office at Albany. Mr. Stone is now assistant to First Vice President Daniel Willard of the Erie Railroad at New York. He will begin his duties here on Monday.

November 1, 1903 New York Times

Born February 20, 1873 Holly, Michigan Son of Edson S. and Louise J. (Box) Stone; educated public and high schools married Nunda, N. Y., August 4, 1897, Mabel W. Craig. Entered railway service in operating department, 1897, appointed assistant to general manager, 1903, Erie Railroad; general superintendent. 1903-05, with Delaware & Hudson Railroad; assistant general manager, 1905-07. General superintendent. 1907-13; general manager, 1913-14, and vice-president in charge of operations since 1914. Erie Railroad; vice-president New York, Susquehanna & Western Railroad. Chicago & Erie Railroad, Bath & Hammondsport Railroad, Wilkes-Barre & Eastern Railroad, Lake Keuka Navigation Co.; Federal manager, Erie System and Pittsburgh & Shawmut Railroad, 1918-20. Clubs: Englewood Englewood Field, Englewood Golf (Englewood), Machinery (New York). Republican. Presbyterian. 50 Church St., New York, N. Y.; Residence, Englewood, NJ.

Albert James Stone, who rose from car marker to vice president and general manager of the Erie Railroad, died today of a heart ailment in, his home here. His age was 77. He retired in 1940. WILTON, Conn., Oct. 6, 1950 (New York Times)

102

# Harry Fisher Burch

1924 to 19??

Born, December 29, 1884, Louisville, KY  
Son of E. H. and Anna Bayne Burch. Married  
Blanche Poutch, June 15, 1912 Education public  
schools. Entered railroad service in 1897 as clerk,  
Louisville & Nashville R.R. Louisville, KY., serving  
in this capacity in various departments until 1907.  
His subsequent career, all in service with D. & H.  
Residence, 1930 921 Myrtle Avenue, Albany, NY.  
Residence, 1129 Western Avenue, Albany, NY.  
1945 appointment as general superintendent of  
Transportation.

103

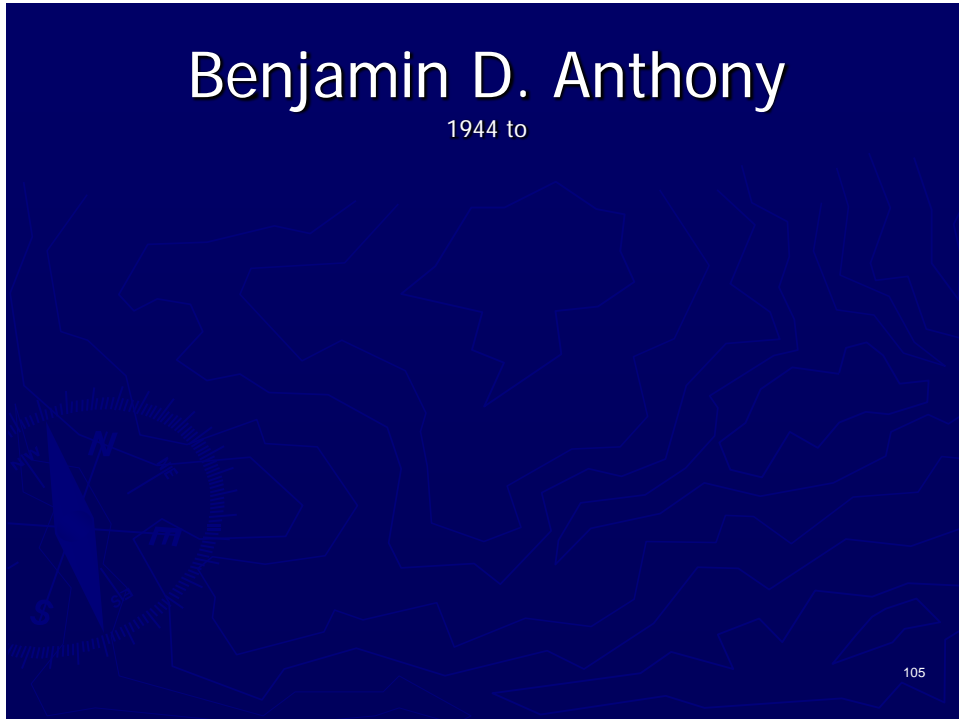
# George E. Bates

to 1944

104

# Benjamin D. Anthony

1944 to

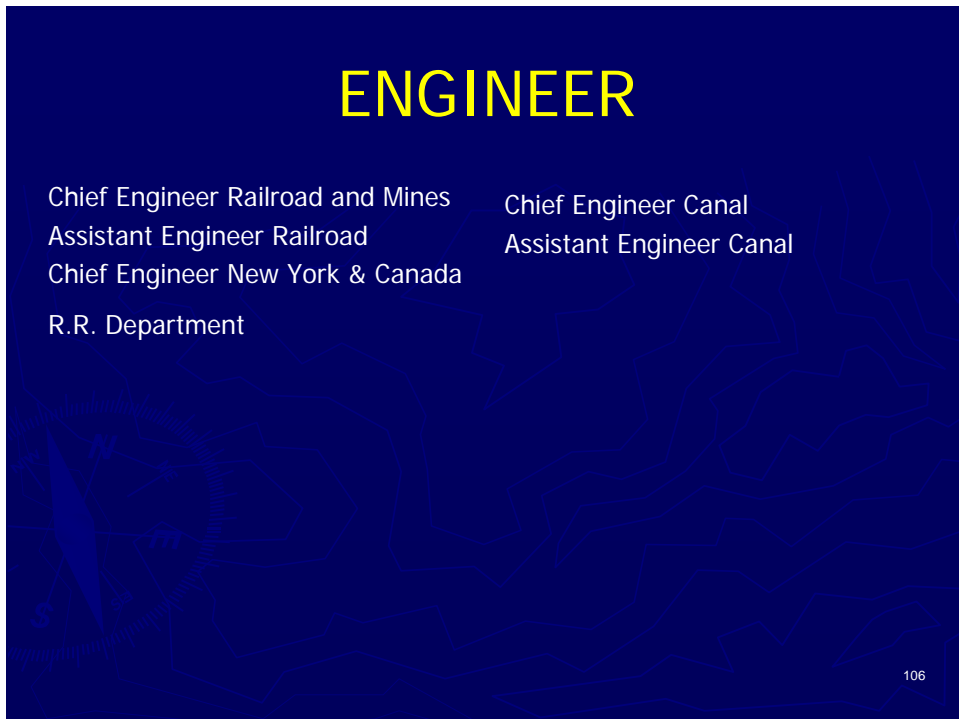


105

## ENGINEER

Chief Engineer Railroad and Mines  
Assistant Engineer Railroad  
Chief Engineer New York & Canada  
R.R. Department

Chief Engineer Canal  
Assistant Engineer Canal



106

# Benjamin Wright

1825 to 1827

Born October 10, 1770 Died August 24, 1842



Was a noted American civil engineer who served as Chief Engineer of both the Erie Canal and Chesapeake and Ohio Canal. In 1969 he was declared the "Father of American Civil Engineering" by the American Society of Civil Engineers.

Wright was born in Wethersfield, Connecticut to Ebenezer Wright and Grace Butler. In 1789, at age 19, he moved with his family to Rome, New York where he became a surveyor. In 1794, at age 24, he was hired as a surveyor and planner by the famed English canal designer William Weston. Working for Weston, he helped lay out canals and locks on the Mohawk River. After Weston returned to England in 1790, Wright was commissioned to survey the Mohawk River between Schenectady and Rome, New York, and then from Rome to the Hudson River.

In 1816 funding for the Erie Canal was in place, and in 1817, Wright was named Chief Engineer. In this position he led thousands of unskilled laborers as they built the canal with the aid of wheelbarrows, hand tools, horses, and mules. In Wright's honor, the first boat to traverse the canal system was named the Chief Engineer.

In 1828, after the completion of the Erie Canal, Wright was made Chief Engineer of the newly organized Chesapeake and Ohio Canal. Within a year, Wright had let contracts for a massive construction effort that encompassed about 6,000 men and 700 horses.

Wright was also elected to the New York State Legislature (1794), and appointed a New York county judge. He married Philomela Waterman on September 27, 1798, with whom he had nine children (five of whom became civil engineers). Wright is buried in the New York Marble Cemetery, Manhattan.

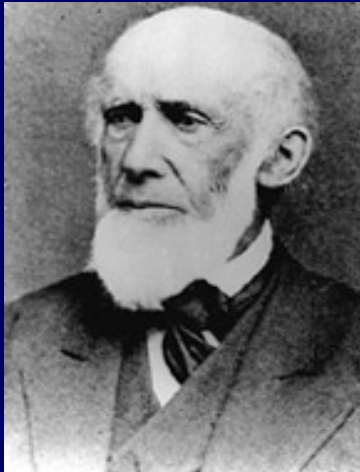
Most of his family had stayed in Oneida County, but his wife, Philomela Waterman, three of their eight children, and six grandchildren are with him in Vault no. 83 of the New York Marble Cemetery.

107

# John Bloomfield Jervis

1827 to 1841

Born 1795 Died 1885



Was an American civil engineer. Working as chief engineer for the Delaware and Hudson Canal and Railroad, he designed the Stourbridge Lion, as well as the first steam locomotives with a leading bogie that became the 4-2-0 locomotive type. The 4-2-0 type is called Jervis in his honor.

Jervis was hired for work on the Erie Canal as an axe man in 1817. While working in the construction teams, he studied engineering and by 1819 he became the lead engineer on the canal's 50 mile (80 km) long center section.

In 1827, Jervis became the chief engineer for the Delaware and Hudson Canal Company. In this position, he designed the Stourbridge Lion, which was built by Foster, Rastrick and Company of England.

In 1831, he became the chief engineer for the Mohawk and Hudson Railroad, a predecessor of the New York Central.

Jervis was the first railroad engineer to design a 4-2-0 steam locomotive; the 4-2-0 type is called the Jervis type in his honor. A 4-2-0 is a locomotive with a four-wheel leading truck that guides the locomotive into curves and two powered driving wheels on a rear axle underneath the locomotive's firebox.

In 1836, Jervis was chosen as the chief engineer on the 41-mile (66 km) long Croton Aqueduct, which operated from 1842 to 1891, bringing fresh water to New York City. Many of Jervis's original diagrams for this project are now preserved at both the Smithsonian Institution and the Library of Congress in Washington, D.C. The High Bridge which still stands across

108



# John Bloomfield Jervis (cont.)

the Harlem River in New York City, connecting Manhattan and the Bronx, was part of this project.

After successful work on the Croton Aqueduct, Jervis also worked on the Boston Aqueduct.

In the 1850s and into the early 1860s he worked on railroads in the Midwestern United States, serving as chief engineer for both the Michigan Southern and Northern Indiana Railroad, Chicago and Rock Island Railroad (a predecessor of the Rock Island Railroad) and finally the Pittsburgh, Fort Wayne and Chicago Railway.

Jervis retired in 1864 to his homestead in Rome, New York, but he did not simply rest on his laurels in his retirement.

In 1869, he helped form the Merchants Iron Mill, known today as the Rome Iron Mill.

Much of the remainder of Jervis's life was spent writing. He published *The Question of Labor and Capital* on economics in 1877.

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109

# Portius (Porteous) R. Root

18?? To 18??

Born circa 1800

David Thomas was principal engineer on the Western, and Benj. Wright on the Eastern sections of the Erie canal;

Wm. Jerome on the Champlain canal. Porteous R. Root

was rodman at \$12 per month, and John B. Jervis, Henry Wright and De Witt Clinton, Jr., assistant engineers, at \$3 per day.

PROGRESS OF THE CANALS IN 1824.

110

# James McEntee

1825 To 18??

Came to Kingston in 1825 as the resident engineer for the D&H Canal Company. He later owned the Mansion House by the creek and built the Island Dock in the creek before buying the land that West Chestnut is now on. There he built the first house and subdivided the property into lots.

In the 1840s, James S. McEntee, the Delaware and Hudson Canal Company's superintendent at Rondout, bought fifty two acres of farmland at the top of the ridge, overlooking Rondout. McEntee, a surveyor for both the Erie and Delaware and Hudson canals, built the large Island dock in Rondout Creek where coal was transferred from canal to river boats and claimed to have suggested the name of Rondout for the village when it was incorporated in 1849.

111

# Russell Farnham Lord Sr.

1826 to 1864



Born in Rome, Oneida county, N. Y., August 17, 1802. He was educated for a civil engineer under the patronage of George Huntington. In March, 1826, he entered the employ of the Delaware & Hudson Canal Company as assistant to Portius Root, resident engineer, who had charge of the construction of the canal. In 1827 he was made resident engineer of the Lackawaxen section, which post he held until 1830. In 1829, he came to Honesdale, boarding with Isaac P. Foster. In 1831 he became chief engineer, which responsible position he held until January, 1864, when he resigned and accepted the position of consulting engineer, a position which he held at the time of his death July 7, 1867. He was a man of uncommon mental and physical vigor. His mind was clear, analytical, retentive, quick to perceive, rapid to discriminate; nothing once acquired escaped him. Master of his profession, his superabundant activity ran into other lines of thought and investigation. Always burdened with business, he nevertheless acquired a vast amount of knowledge on subjects altogether outside of his daily employment. This knowledge was not erratic and superficial, but exact and thorough. What he touched he examined closely. Nor did he so hold his stores of information as not to have them available. A charming conversationalist, his talk was enriched by the amplitude of his acquirements. He had moreover an inexhaustible fund of anecdote, incident, personal reminiscence and the like, which at home or abroad, at the fireside, in the stage coach, in the railway carriage, or elsewhere, imparted a peculiar charm to his companionship. His acquaintance with public men enabled him to enrich his discourse with an opulence of personal allusion that was as instructive as it was peculiar.

112

# Russell Farnham Lord Sr. (cont.)

1826 to 1864

During most of the long period Mr. Lord was chief engineer of the Delaware & Hudson Canal Company, all the disbursements for that department passed through his hands. Checks and balances in the company's financial system, there appeared to be none. Everything almost was entrusted to the capacity and integrity of the chief engineer. He drew moneys as he needed, disbursed them according to his own judgment, making a general settlement once a year, after the close of navigation. Many millions of dollars passed through his hands and were so applied as never to raise a suspicion of his downright honesty. To a large degree, for many years, he held the destiny of the company in his hands. His skill, energy and probity were the primal fountains out of which flowed much of its subsequent prosperity. Mr. Lord was liberal. The last years of his life were clouded with shadows, but altogether he was one of the ablest men that ever had anything to do with the management of the Delaware & Hudson Canal Company. Mr. Lord's first wife was a Garrett. She was very active in the church, and his second wife was a daughter of Rev. Dr. Scott. She was a sister of Benjamin Harrison's first wife, and the mother of his second wife who was born in the Lord mansion in this borough. R. F. Lord joined the First Presbyterian society of Honesdale, June 25, 1830, being the twenty-sixth member of the church. He was a trustee of the church for a number of years and contributed liberally to its support.

Mary Scott [Lord] Dimmick Harrison was born in Honesdale, Pennsylvania in 1858, the daughter of Russell Farnham Lord and Elizabeth Mayhew Scott. Her father was chief engineer of the Delaware and Hudson Canal. She attended a private school in Princeton, NJ and Elmira College in NY. In 1881 she married Walter Erskine Dimmick, a son of the attorney-general of Pennsylvania; he died six weeks after the wedding. During the presidency of Benjamin Harrison (1889-1893) she was a frequent guest at the White House, finally being persuaded by her aunt, (Caroline Scott Harrison) to live with them.

On April 6, 1896 Mrs. Dimmick married Benjamin Harrison at St. Thomas Protestant Episcopal Church in New York City. During the next five years the couple traveled widely, partly because of Harrison's role in settling the Venezuelan boundary dispute and as a delegate at the Hague Peace Conference. They had one daughter Elizabeth (b. 1897) who studied law and was admitted to the bar of both Indiana and New York. She married James Blaine Walker, Jr.

After 1913 Mary Lord Harrison moved to New York with her daughter. During WWI she directed the entertainment bureau of the Officers Service Department of the New York War Camp Community Service, and served for more than 25 years as treasurer of the Committee of One Hundred, a Republican Woman's organization. She died in New York City in 1946, and is buried in Crown Hill Cemetery, Indianapolis.

113

# William Ball

Chief engineer 1833 gravity road  
Died 1859 age 50

114

# Thomas Haskins Dupuy

Born June 25, 1821 Died May 15, 1890

Nephew of John Wurts

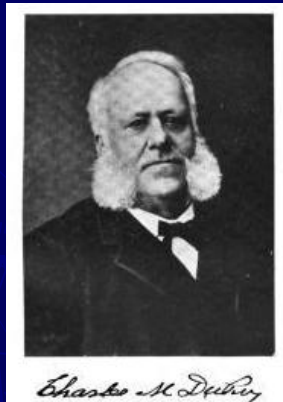
Married at Carbondale, Pennsylvania, March 9, 1847, Martha Allen, the ceremony being performed by her father, Reverend E. Allen. She was born May 11, 1823, died December 7, 1886.

Eldest son of John Dupuy and Mary Richards Haskins. After completing his course at Newark College, Delaware, he studied civil engineering, and became a civil engineer on the Delaware and Hudson Canal, from which corporation he went to the Erie Railway, remaining there but a few months, when he became resident engineer in the construction of the Pennsylvania Railroad from Altoona to Johnstown. Including in his work the laying out and completion of the celebrated Horseshoe Curve.

After the completion of this division of the road, he became engineer of the Philadelphia and Erie Railroad, and during the absence in Europe of the chief engineer, Edward Miller, was appointed to fill the position of the latter. He spent several years in planning and constructing this road, and resigned his office in 1853. He then, in connection with Thomas Rutter, built a tunnel near Belvidere, New Jersey, on the line of the Delaware, Lackawanna and Western Railroad.

115

# Charles Meredith Dupuy



Born December 14, 1823 in Philadelphia, son of John Dupuy and Mary Richards Haskins. Nephew of John Wurts. He was a civil engineer in the project to enlarge the Delaware and Hudson Canal. One of his outstanding achievements was organizing the Land Department of the Illinois Central Railroad, a system that was adopted by all other land grant railroads. In 1871, he also promoted the development of a railroad between Philadelphia and New York which was known as the National Railroad. He helped push the development of "direct iron" to be used in the production of fine steel, and wrote a number of articles about industrial workers and activities.

Charles Dupuy married Ellen Maria Reynolds on June 16, 1853. She was born March 17, 1833, the daughter of Rev. John and Eleanor (Evans) Reynolds, who was related to Sir Joshua Reynolds, the noted English painter. In 1880, the family lived at 4102 Spruce St. in Philadelphia. Charles Dupuy died October 7, 1898, and his widow, Ellen died less than 2 months later on November 27, 1898.

**Charles Meredith Du Puy.**  
Charles Meredith Du Puy died Friday at his residence, 58 West Forty-ninth Street. Mr. Du Puy was born in Philadelphia in 1823. In the early fifties he came to New York to live, and became connected with the Delaware and Hudson Canal Company, and later with the Illinois Central Railroad Company. For many years the question as to how to enlarge industrial activity among the masses received his attention, and he prepared several papers on the subject, among them "Wasted Families" and "Work for the Workers." At the time of his death, Mr. Du Puy was Vice President of the Hudson Society of America. Mr. Du Puy leaves a wife, one son, Herbert, of Pittsburgh, Penn., and two daughters. Two of his daughters are married; one is the wife of William Spencer of Erie, Penn., and the other of George H. Darwin of Cambridge, England. Funeral services will be conducted at his late home this morning at 10 o'clock by the Rev. Mr. Grayson of the Church of the Transfiguration. The burial will be at Woodlawn Cemetery, Philadelphia.

116

October 9, 1898 New York Times

# R. H. Buchanan

1916

1916 Chief Engineer mines

117

# Charles Pemberton Wurts

1864 to

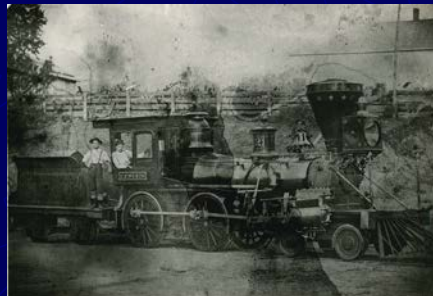
Born 1824 Died 1892

Son of: George & Abigail Petit Wurts

Married, Laura Jay 1854, granddaughter of John Jay of revolutionary war fame.



D&HCCo Gravity locomotive #2 C. P. Wurts



D&HCCo Gravity locomotive #2 C. P. Wurts

118

# John Elfreth Watkins

1871 to 1872

Born 1852 Died 1903

A railroad employee and museum curator, was employed by the Delaware and Hudson Railroad Company as a mining engineer from 1871 to 1872. He then joined the Pennsylvania Railroad Company in 1872 as an Assistant Engineer of Construction. After a disabling accident in 1873, Watkins was employed as a Chief Clerk from 1874 to 1886 for the Pennsylvania Railroad and the Camden and Atlantic Railroad. In 1885, while still a railroad employee, Watkins was offered an honorary curatorial position in the Section of Steam Transportation, Department of Arts and Industries in the United States National Museum (USNM); in 1887 he was promoted to Curator of Transportation. Watkins returned to the Pennsylvania Railroad in 1892 to prepare its exhibit for the World's Columbian Exposition in Chicago. When the Exposition closed, Watkins joined the staff of the Field Columbian Museum as Director of Industrial Arts. In 1895 he returned to the USNM as Curator of Technological Collections and in 1898 was named Curator of the Division of Technology (Modern Phases). He also served as Engineer of Property, 1888-1889, and Chief of Buildings and Superintendence, 1896-1903, for the USNM.

119

# Oliver D. Shepherd

1873

Born? In New York State, Died January 30, 1900

1873 Civil Engineer

Residence, Carbondale, PA

Married, Hanna ?

120



# Alfred William Sims

1864 to 1868

Born Sept. 21, 1826, at Mt. Holly, N. J. Entered railway service 1847, since which he has been consecutively 1847 to 1848, rodman engineer corps Pennsylvania Rd; 1848 to 1851, assistant engineer Northern (N. Y.) Rd; 1851 to 1854, principal assistant and chief engineer Ottawa & Present t Rd ; 1864 to 1868, chief engineer Delaware & Hudson Canal Go's Rd; 1868 to 1870, engineer and contractor Woodstock Rd, Vermont; 1870 to 1871, engineer Wallkill Valley Rd ; 1871 to 1872, superintendent Toronto & Nippissing Rd ; 1872 to date, successively superintendent, and general manager and chief engineer East Broad Top Rd.

121

# C. H. McKee

1883 to 1891

McKee, C. H., Chief Engineer Delaware & Hudson Canal Company. Office Albany, NY.  
Born October 5, 1849, Windsor, Broom Co., N. Y.  
Entered railway service July 6, 1869; to 1876. rodman and assistant engineer New York & Canada RR; 1876 to fall of 1883, assistant chief engineer Delaware & Hudson Canal Company; fall of 1883, chief engineer.

122

# Alexander J. Swift

1884 to

Born August 20, 1849, Newburgh, NY. He was educated at the Rensselaer Polytechnic Institute at Troy, N. Y. Entered railway service 1884 as bridge engineer Delaware & Hudson Canal Co., since which he has been consecutively Sept. 1, 1885 to Sept. 1, 1891, chief engineer Northern Rd department, and Sept. 1, 1891, chief engineer Delaware & Hudson Canal Co.

123

# Campbell W. Adams

1885 to 1877

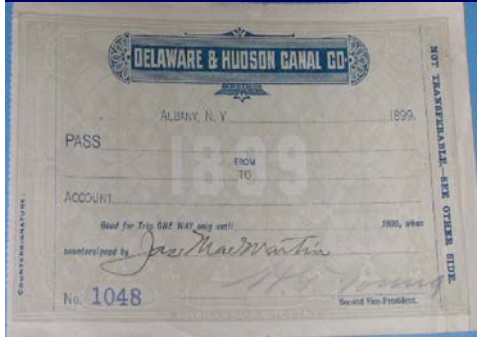
Born December 19, 1852 Utica, Oneida County, New York. Died November 1930

He was educated at the Utica Academy. In 1872, he became an assistant to Wm. H. Christian, City Surveyor of Utica, and in the following year when Christian's term expired, they formed a partnership and carried on a general surveying business. In 1872 and 1874 Mr. Adams had charge of building the Savage Reservoir at the end of Pleasant Street, Utica, for the Utica Water Works. From 1875 to 1880, he was a traveling salesman for the firm of Adams Bros., rope manufacturers. From 1880 to 1885, he was City Surveyor of Utica. Afterwards he was Constructing Engineer for the Delaware and Hudson Canal Company, on the Albany and Susquehanna division, but a year later returned to Utica and served as Assistant City Surveyor during Mayor Kinney's administration. In 1887, he was employed as Resident Engineer for the Rome, Watertown and Ogdensburg Railroad, supervising the construction of the branch from Rochester, New York to Windsor Beach on Lake Ontario, of a viaduct at Harpursville, and of a bridge over the Genesee River. He was again appointed Assistant City Surveyor of Utica in 1888, and in 1891 was one of the engineering corps on the Adirondack and St. Lawrence Railroad. In 1892 and 1893, he was again City Surveyor of Utica. He was State Engineer and Surveyor from 1894 to 1898, elected on the Republican ticket. From 1901 to 1903, he was engaged in building a railway and harbor for the Dunderland Iron Co., Ltd., of London, England, on the west coast of Norway, near the Arctic Circle. Until 1905, he remained as Superintendent of this work, during which time the plant has been completed for mining, concentrating and briquetting about twenty-five hundred tons daily of iron ore for shipment to England. In December 1905, he was made General Manager of the entire works.

124

# James Macgregor Mac Martin

1901 to 1909

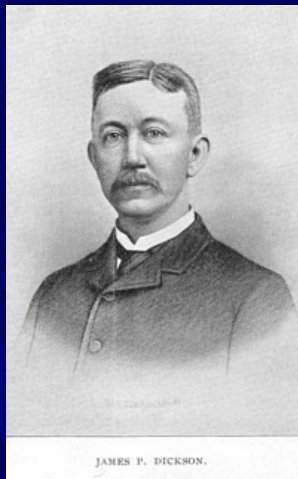


1899 Pass signed by James Mac Martin and H. G. Young

Assistant chief engineer. Delaware & Hudson Co. Office, Albany, N.Y., born September 12, 1865, at Johnstown, Fulton County, N.Y. Educated at Phillips Andover Academy at Andover, Mass., 1881-84, and at Rensselaer Polytechnic Institute, Troy, N.Y., 1884-87. Entered railway service 1890 as draftsman Delaware & Hudson Co. at Albany, N.Y., since which he has been consecutively to 1896, chainman, rod-man, leveler and transit man; 1896 to 1899, assistant engineer and superintendent of construction; 1899 to 1901, acting chief engineer; resigned as chief engineer Delaware & Hudson Co., May, 1909; 1909 to 1912, vice-president and general manager Elmar & Hamilton Contracting Co.; entered service Delaware & Hudson Co., constructing engineer, 1912; 1913, assistant chief engineer Delaware & Hudson Co.

125

# James Pringle Dickson



Born July 24, 1852, Carbondale, Pa.

Son of Thomas Dickson. He was educated in the public schools of Scranton and at Lafayette College, leaving the latter, on account of ill health, before completing the classical course.

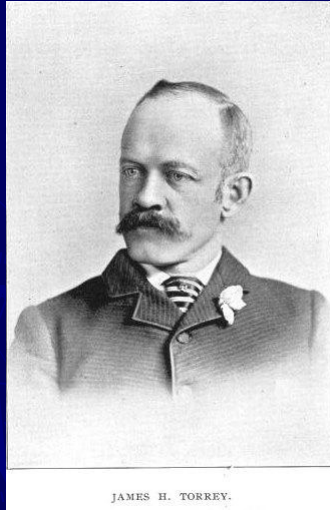
In order to improve his physical condition, he entered an engineering corps engaged in railroad construction, "operating with the Delaware and Hudson Canal Co., with whom he remained until 1869, when he went to China, where, for a little over two years, he filled a minor but responsible position in the extensive commission-house of Olyphant & Co., at Hong Kong. About the close of 1872 he gave up this position, and returned to America, passing through Europe on the homeward journey. With his faculties thus sharpened by a voyage around the world, his health greatly improved, and a business experience of exceptional value, he entered the Dickson Manufacturing Co. on his return, taking a subordinate position as clerk.

In 1875 he was sent to Wilkes Barre as the agent of the corporation. Seven years later he was elected vice president, with headquarters at Scranton, and in June, 1886, became its president. Although a young man, Mr. Dickson proved himself possessor of executive ability of a high order, and, as a manufacturer and business man, ranks with the most active and progressive of his peers. He is a director in the Moosic Powder Co., the Scranton Electric Heat and Power Co., the Crown Point Iron Co., and is interested to a considerable extent in coal and iron production in the neighborhood of Scranton.

126

# James Humphrey Torrey

1896



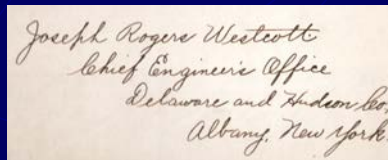
Torrey, James Humphrey, counsel Delaware & Hudson Co.  
Office: Scranton, Pa. Born June 16, 1851, at Delhi, N.Y. M.A.,  
Amherst College class of 1873. Admitted to bar 1876. Entered  
railway service 1878 with the Delaware & Hudson Co., of which  
company he is now counsel.  
(1915 Builders of Our Nation)

Born in Delhi, N. Y., June 16, 1851 Son of David and Mary E. (Humphrey) Torrey, was. Fitted for college at Northampton High School. A. C., 1869 - 1871, six terms. Student of law and working for Delaware & Hudson Canal Co. on engineer corps and as weigh-master at mines, Scranton, Pa., 1872-1876; Lawyer, Scranton, Pa., 1876 to present. Married, Dec. 10, 1872, Ella C., daughter, of Douglas H. Joy of Scranton, Pa. four children.

127

# Joseph Rogers Westcott

19??



Born, January 18, 1882, Binghamton, NY.  
Residence 174 Court Street, Binghamton, NY

Inscription from "Railroad Standards" personal engineering drawings  
from Joseph Rogers Westcott, authors personal collection.

128

# Walter Huntley Mansfield

1916



Born June 28, 1863, Camden, Knox Co., Maine  
Son of Alfred D. and Sophia J MacRae Mansfield  
Died, September 10, 1938

The Evening Independent (St Petersburg, FL)  
Sep 14, 1938, DIES IN VERMONT Walter Huntley Mansfield, this city, died at his summer home in Colchester, Vt., Saturday, it was learned here yesterday. Funeral services were held in Colchester yesterday with interment in his family lot at Lakeview, cemetery, Burlington, Vt.

Engineer for Industrial Development  
Retired 1926

129

# Alfred Emory Lister



Born, July 8, 1864, Carbondale, PA  
Educated Lehigh University, class of 1892.  
Married Bertha Louise Colvin, September 19, 1894  
Mechanical Engineer for Delaware and Hudson Company, Coal Department, Room 31, D. & H. Depot, Scranton, Pa. Residence, Glenburn, Pa. (M. E., 1892)  
Secretary Scranton Engineers' Club

130

# Richard Bayard Taylor Kiliani

1911 to 1912

Born, May 6, 1888, Halle, Germany. Died October 31, 1934, Partenkirchen, Germany. Son of Otto George Kiliani and Lillian Bayard Taylor. 1904-06, Columbia College. 1906-10, Cornell University. 1909, Summer with Kansas City Southern Railway., as rod-man. 1911-12, With Delaware & Hudson Co. as draftsman, transit man, and resident engineer. 1912, Secretary Hardings Conical Mill Co., 50 Church, New York City. Married, Arlene Bertha Hardinge, October 29, 1912

131

# Albert Williams Cooper

Superintendent of Woodlands Department, Lyon Mountain, NY.  
AB Harvard 1901 MF Yale 1903

132

# Harold Russell Bristol

1908 to 19??

*Box 186, Pittsburgh, N. Y.*

Harold Russell Bristol was born December 18, 1878, in Meriden, Conn., the son of Walter Reuben Bristol and Iva Louise (Turner) Bristol, who were both descended from early Colonial stock, the Turners being early settlers at Guilford, Conn. A brother, Howard Stanley Bristol, was graduated at Yale with the Class of '02, and received the degree of Ph.D. in 1905 at Yale.

He prepared at Riverview Academy and Portland Academy, Portland, Ore., and received the degree of F.E. at Cornell in June, 1904.

He was married June 15, 1905, in Poughkeepsie, N. Y., to Miss Maud Campbell McGlasson, of Pawling, N. Y., daughter of John McGlasson and Olivia (Hurd) McGlasson. They have two children: Donald McGlasson Bristol, born April 7, 1906, in St. Martins, New Brunswick, Canada, and Dorothy Olivia Bristol, born September 12, 1907.

Bristol served as forester of the Bay Shore Lumber Company from June, 1904, until October, 1908. On the latter date he became superintendent of woodlands for the Delaware & Hudson Company and subsidiary companies, his present position.

He is a Progressive Republican and a member of the American Forestry Association, the Eastern States Foresters, the Canadian Forestry Association and the American Geological Society. He is a Knights Templar and a Shriner. (Yale University. School of Forestry 1913)

133

# Charles Goodwin

Born November 23, 1887, in Brooklyn, N. Y., the son of George Bennett Goodwin, a director of the Merchants' Bank and president of the George B. Goodwin & Brother Coal Company, and Eleanor Eliza (Goodman) Goodwin. On his father's side he is the grandson of Charles Goodwin, editor of the Brooklyn Times, and Hannah Goodwin, both English, and on his mother's side of D. Goodman and Emma Goodman of Virginia. He has two sisters: Florence W. Goodwin and Hannah Goodwin.

He was prepared at the Polytechnic Preparatory and Pratt High School of Brooklyn, N. Y., and in 1910 graduated from the Sheffield Scientific School at Yale, where he was a member of Berzelius, Delta Theta, the Freshman and Varsity Basketball teams and the Kopper Kettle Klub.

His engagement has been announced. Goodwin is chief of survey for the Delaware & Hudson Railroad Company. He has held this position since graduation from the Forest School in June, 1911. He is a Republican and is a member of the Episcopal church. He belongs to the Wolf Pond Athletic Club.

Business address, Woodlands Department, Delaware & Hudson Railroad, Plattsburg, N. Y. Home address, 1070 Bushwick Avenue, Brooklyn, N. Y.

134



# Oscar H. Rogers

New York city, medical director of the New York Life Insurance Company, a native of Albany county, New York, was born September 6, 1857, son of William Clute Rogers and Susan Harrison, his wife. On both the paternal and maternal sides he is descended from English ancestors, yet many generations of the families have lived in America. Through his father he comes of the Connecticut family of Rogers and the Mohawk Dutch family of Clute; and through his mother of English stock. Dr. Rogers prepared for college at the old Troy Academy and entered Union College, where he took the engineering course, graduating in 1877 with the degree of civil engineer. After leaving college he was for a year civil engineer in the employ of the Delaware & Hudson Canal Company, then went to New York city and engaged in the same capacity on the construction of the Second avenue elevated railroad and later was in the service of the Department of Parks. While thus employed in New York Dr. Rogers attended upon the courses of the College of Physicians and Surgeons (now the medical department of Columbia University) and came to his doctor's degree in 1883. For the next four years he devoted his energies to the practice of his profession and in 1887 began making examinations for life insurance. In 1890 he gave up general practice and confined his attention to life insurance medicine as a specialty, and in 1894 was appointed assistant medical director of the New York Life Insurance Company and in 1903 was made medical director, in which capacity he now serves the New York Life. In his special field of professional work, Dr. Rogers has led a busy life, yet not one calculated to attract attention. He is very well known in insurance circles and his "Nylc Standard Table of Heights and Weights" has attracted attention in this country and abroad. For several years he was secretary of the Association of Life Insurance Medical Directors, which office he resigned about four years ago. He holds membership in the New York County Medical Society, New York Academy of Medicine, the Society for the Relief of Widows and orphans of Medical Men, the University Club and St. Andrew's Golf Club of New York city, the Anthropological Club of Yonkers, and the Sigma Phi college society. Dr. Rogers married, April 27, 1887, Helen E. Carley of Schenectady, by whom he has three children: Isabel Mitchell Rogers, Caroline R. Rogers and William Alexander Rogers.

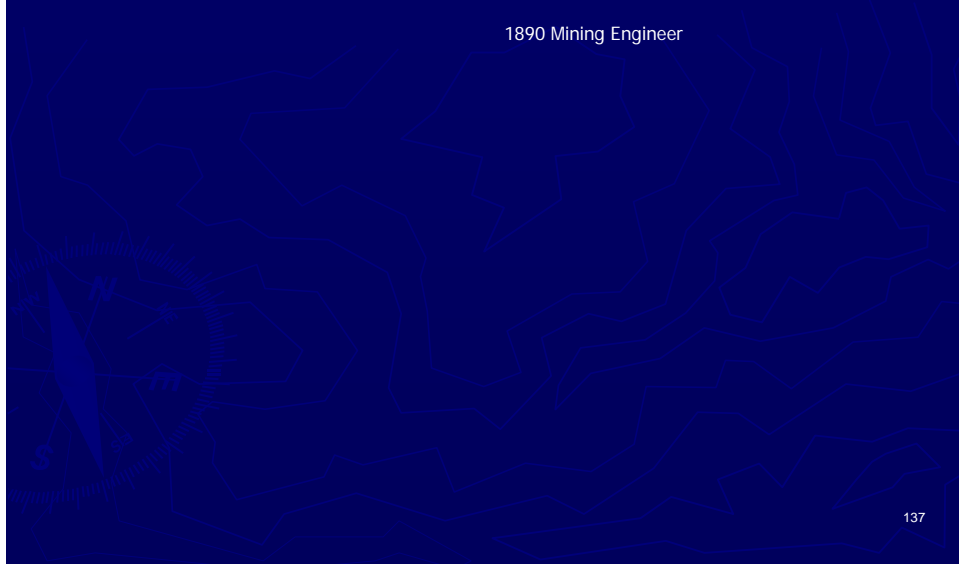
# George C. Levee

Efficiency Engineer, Watervilet, NY.

# Christopher Scharer

1890

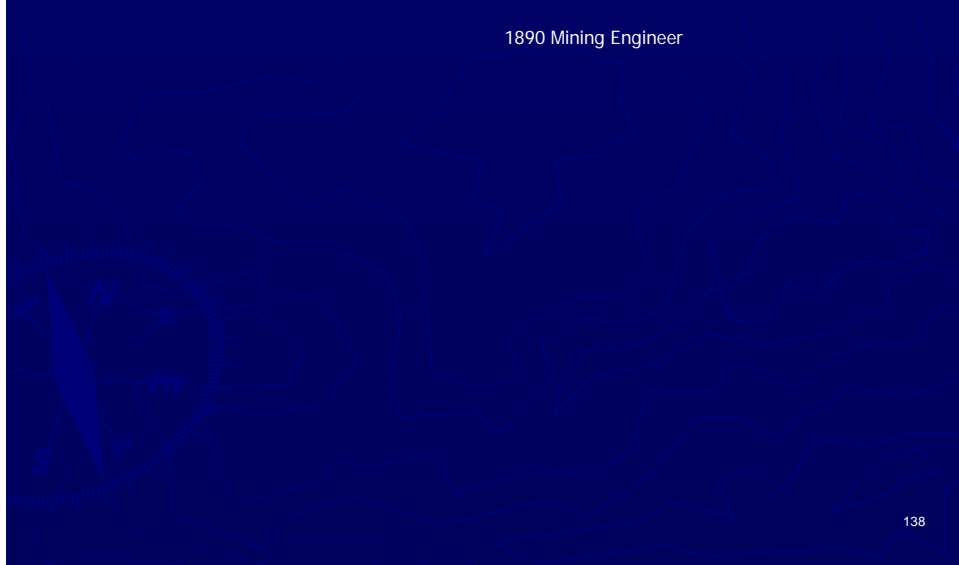
1890 Mining Engineer



# Edward Scharer

1890

1890 Mining Engineer



# Axel Carl Ekstrom

to 1920

July 2, 1920

AXEL CARL EKSTROM, consulting electrical engineer of the Delaware & Hudson Company and its allied lines, died Thursday night at his home in Ballston Spa. (New York Times)

139

# Arthur H. Rice

1911 to 19??

Born, November 8, 1873, Castleton, VT.  
Signal Engineer

140

# Herbert S. Clarke

1937

November 12, 1937

Will Describe Welded Track.

Herbert S. Clarke, engineer of maintenance of way of the Delaware Hudson Railroad, will describe tonight the pioneer by the company of long sections of welded track. (New York Times)

141

# James L. Hyatt

November 13, 1939

James L. Hyatt, chief of the Albany Police Department for twenty-one years, until he retired in 1922, died today in his eighty-seventh year. Mr., Hyatt was born in New York, coming here in his youth. For years he was a civil engineer for the Delaware & Hudson Railroad. He joined the Tenth Battalion of the National Guard as a private in 1874. (New York Times)

142

# Percy O. Ferris

1939

1939 Chief Engineer Delaware Hudson Railroad  
1949 Assistant General Manager

143

# Orville W. Stephens

1956 to 19??

Orville W. Stephens, who had been appointed  
engineer maintenance of way of the Delaware &  
Hudson at Albany

144

# ASSISTANT ENGINEER

145

## Russell Farnham Lord Jr.

18?? to 18??

### **Russell Farnham Lord.**

Russell Farnham Lord, a civil and mining engineer, who had been connected with important enterprises in the United States and South America, died on Wednesday at his residence, 304 West Fifty-sixth Street, at the age of sixty-one years. His body was taken to Port Jervis, N. Y., where the country home of the family is situated, and the funeral took place there yesterday.

Mr. Lord was the son of Russell F. Lord, Sr., of Honesdale, Penn. He was a graduate of the Sheffield Scientific School of Yale University, and after his course in that institution acted as assistant to his father. At the outbreak of the civil war he was appointed a Brigadier General of Volunteers by Gov. Curtin of Pennsylvania. He served throughout the war as an organizer of reserve regiments.

At the close of the war Mr. Lord went West to follow the profession of a mining engineer. He remained there until 1886, when he was appointed Chief Engineer to the Government of Salvador. Six years later he went to Ecuador to develop the mining property of the Playa de Oro Company. In 1891, on account of failing health, Mr. Lord came to New York. He was about to return to Ecuador when an acute attack of Bright's disease caused his death. Mr. Lord married in 1890 Miss Mary Farnum of Port Jervis, who, with four children, survives him.

Engineer, born in Honesdale, Pa., in 1838; died in New York City, July 12, 1899. He was graduated at the Sheffield Scientific School of Yale University, and then spent several years as assistant to his father. At the beginning of the civil war Gov. Curtin appointed him a brigadier general of volunteers, and throughout the war he was engaged in organizing regiments for the field. After the war he went West to engage in mining engineering, remaining there until 1886, when he was appointed chief engineer to the Government of Salvador. In 1892 he went to Ecuador, and he was employed in developing mining property there until 1897.

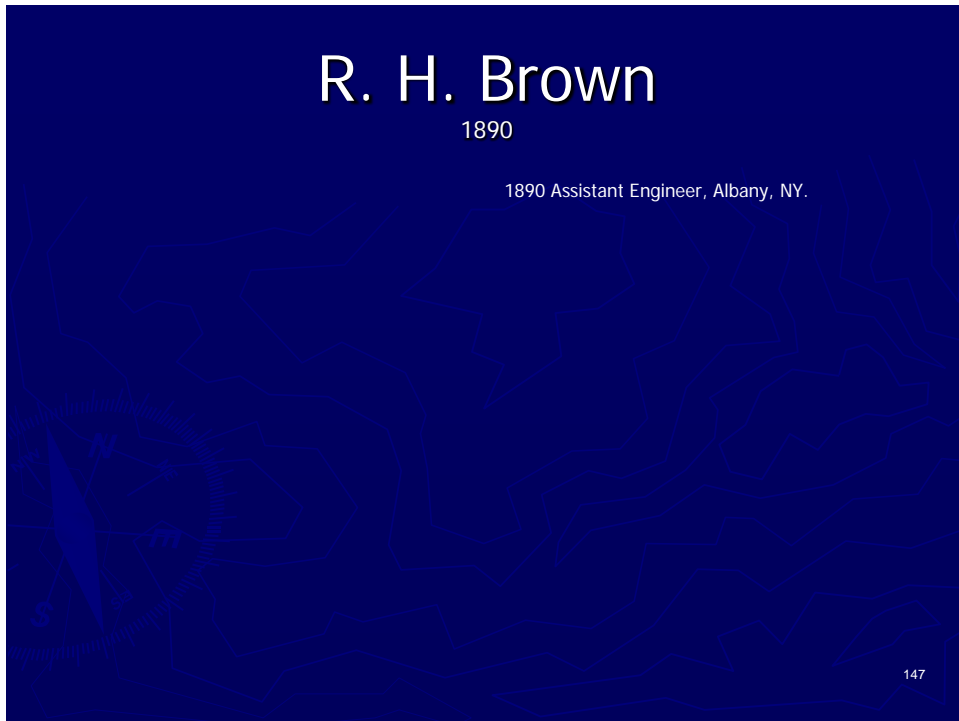
July 15, 1899 New York Times

146

# R. H. Brown

1890

1890 Assistant Engineer, Albany, NY.

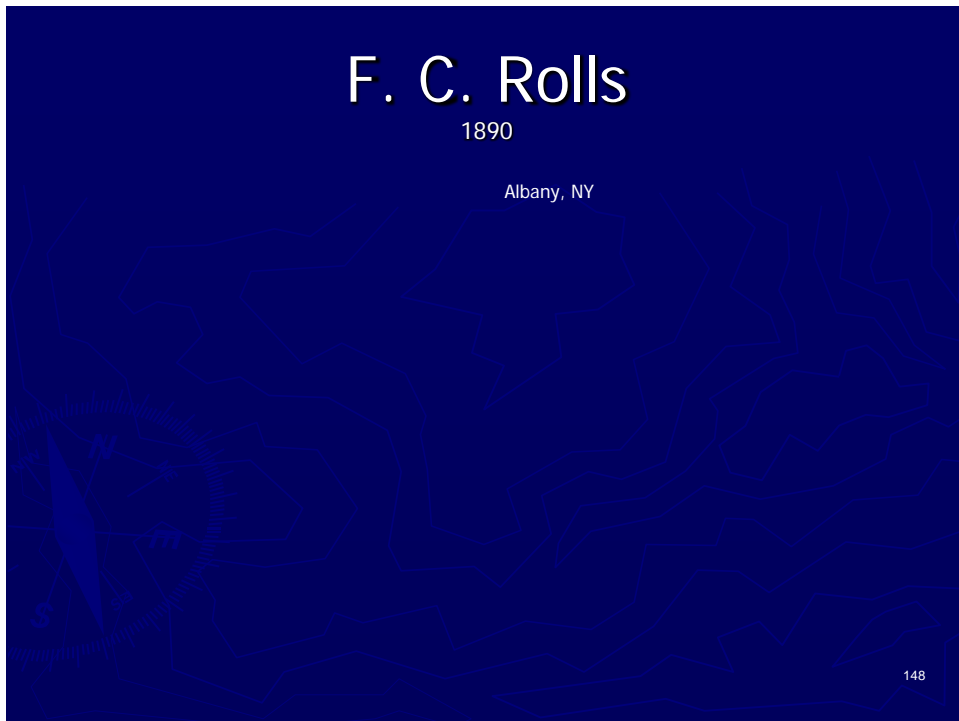


147

# F. C. Rolls

1890

Albany, NY



148



# Victor Andre Riton

1875 to 1877

Superintendent Norfolk Division Norfolk & Western Ry. Office Crewe, Va. Born at Johnstown, N. Y. Educated at Johnstown Academy, Johnstown, N. Y. Entered railway service 1872, since which he has been consecutively to 1875, rod- man, leveler and assistant engineer on construction New York & Canada Rwy for the Delaware & Hudson Canal Co.; 1877 to 1879, assistant engineer Plattsburg & Dannemora Rwy; 1879, assistant engineer Chicago & Northwestern Rwy for a short time; 1879 to 1882, assistant engineer Chicago Milwaukee & St. Paul Rwy; 1882 to 1889, roadmaster Mineral Point division same road; 1889 to Jan. 1895, roadmaster Chicago division same road; Jan. 1895 to Nov. 1898, superintendent Cascade division Great Northern Rwy at Leavenworth, Wash.; Dec. 1898 to June 1901, superintendent Scioto division Norfolk & Western Ry at Kenova, W. Va.; June 1901 to Nov. 1903, superintendent Pocahontas division at Bluefield, W. Va.; Nov. 1903 to March 1904, in president's office; March 1904 to Aug. 16, 1905, superintendent Shenandoah division at Roanoke, Va.; Aug. 16, 1905, to date, superintendent Norfolk division same road at Crewe, Va.

149

# Walter Frick

1886 to 18??

Born, April 2, 1863, Lewisburg, PA Son of Henry and Sarah Blair Frick  
1890 City Engineer Carbondale, PA  
1897 Engineer Waymart Water Company  
Married , Margaret Bennett  
Sons, Walter, Harry  
Residence, 67 Wyoming, Street, Carbondale, PA

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# Paul Voorhees

PAUL VOORHEES, C. E., (Ballston, N. Y.,) son of B. F. and Margaret (Sinclair) Voorhees, was born at San Francisco, Cal., March 14, 1859. Was two years at Philips Exeter Academy, Exeter, N. H., and entered Rensselaer Polytechnic Institute September, 1880. Assistant engineer Delaware & Hudson canal company. P. O. address, Yonkers, N. Y.

Brother of Theodore Voorhees

151

# Nelson Peter Lewis

1884

NELSON PETER LEWIS, A. B., C. E., son of John N. and Christina J. (Nelson) Lewis, was born in Annandale, Dutchess county, N. Y., February 1st, 1856. Graduated in 1875 from St. Stephen's College, Annandale, N. Y., and entered the Institute in September, 1875. Took the summer course in assaying at the Rensselaer Polytechnic Institute in 1879, after which he located in Chihuahua, Summit county, Col., where he was engaged in mining surveying and assaying until May, 1881, when he accepted a position as resident engineer in charge of construction on Denver & Rio Grande railroad (Blue river extension), where he remained until the work was abandoned in the winter of 1881-82. April, 1882, resident engineer in charge of construction on Vicksburg, Shreveport & Pacific railroad, in Louisiana, until completion of the road, February, 1884; March, 1884, assistant engineer maintenance of way, Delaware & Hudson canal company's railroad, Ballston, N. Y.; 1886, assistant engineer, Long Island. P. O. address, Ridgewood, L. I.

152

# Joseph William Powers

1884

JOSEPH WILLIAM POWERS, C. E., son of Albert E. and Lucy C. (Allen) Powers, was born in Lansingburgh, Rensselaer county, N. Y., June 28th, 1858. Prepared by Edward A. H. Allen, and entered the Rensselaer Polytechnic Institute June, 1876. October 25th, 1880, was land surveyor with New York, Lackawanna & Western railroad, six months ; bridge inspector, three months; bridge engineer, twenty months ; village surveyor, summer of 1883 ; January 1st, 1884, bridge engineer of northern railroad department of Delaware & Hudson canal company. Built foot bridge over the Susquehanna river for the city of Binghamton, as engineer and contractor. March, 1883, completed the invention of a steam railroad buggy with engine and boiler of special design. Designed and built iron bridges, &c., on New York, Lackawanna & Western and Delaware & Hudson canal company's railroads. 1886, manager of Troy electric light company. Member of Rensselaer Society of Engineers. Married, November 19th, 1885, Emma J. Tibbits, daughter of William H. Tibbits, of Troy, N. Y. P. O. address, Lansingburgh, N. Y.

153

# Marcus Hiram Ranney

MARCUS HIRAM RANNEY, C. E., (Mohawk, N. Y.,) son of Hiram H. and Marayett (Warner) Ranney, was born at Devil's Lake, Wis., September 2, 1863. Attended Peekskill Military Academy, and entered the Rensselaer Polytechnic Institute in September, 1881. Soon after graduation was appointed assistant engineer Delaware & Hudson Canal Company, Albany, NY

154

# Joseph C. Brennan

Assistant Chief Engineer, Albany, NY

155

## CHEIF ENGINEER NEW YORK & CANADA R.R. DEPARTMENT

Isaac V. Baker

1873 to

156

# Isaac V. Baker

Born April 28, 1813 Died September 27, 1894

**Isaac V. Baker.**  
Isaac V. Baker died at his home in Comstock, N. Y., yesterday afternoon, in his eighty-second year. He was born April 28, 1813, at Comstock. Mr. Baker was one of the most prominent men in Northern New-York, and was widely known as one of the most successful railroad managers the State has ever produced.  
He was for some years General Superintendent of the Troy and Boston Railroad, and afterward General Manager of the Rensselaer and Saratoga Railroad and its leased branches, holding that office for some time after the road was leased to the Delaware and Hudson Canal Company, in 1874. He built for the Delaware and Hudson Company the New-York and Canada Railroad, and became its President. His influence in railway circles was far-reaching, and all the railway magnates sought his advice and counsel. For the past few years Mr. Baker had given his time to the management of his large farm and to his national bank.  
Mr. Baker's wife was a daughter of the late Peter Comstock, in partnership with whom in a line of stages and packets from Albany to Whitehall, and also a line of steamers on Lake Champlain, Mr. Baker began his business career. Mrs. Baker died in 1877. Mr. Baker leaves three children, Mr. George E. Culver of North Granville, N. Y.; Isaac V. Baker of Comstock, and Charles K. Baker of North Granville.

September 28, 1894 New York Times



D&H Co. Locomotive #126 "I.V. Baker"

157

# George Heckman Burgess

1907 to 1909

Born June 19, 1874, at Oshkosh, Wis. Son of Frederick and Anna Heckman Burgess. Married Harriet Van Trump, October 10, 1899. Children, George, Louise, and Frederick. Graduated from the University of Wisconsin June 1895 with degree of B. S. in civil engineering. Entered railway service May 1896, since which he has been consecutively to Oct. 1898, rodman Pennsylvania Lines West of Pittsburg; Oct. 1896 to Feb. 1898, assistant bridge inspector same lines; Feb. 1898 to Jan. 1901, bridge inspector; Jan. 1901 to Sept. 1, 1905, assistant engineer same lines at Pittsburg; Sept. 1, 1905, to 1907 assistant engineer Erie Rd. 1907 to 1909 chief engineer of the Delaware Hudson Co.; 1913 to 1925 he has been chairman of the Valuation Committee, and also real estate department of the same railroad. He resides at Albany, N. Y.

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# Campbell W. Adams

Born December 19, 1852, at Utica, N.Y.; educated at Utica Academy. In 1872, Mr. Adams became an assistant to Wm. H. Christian, City Surveyor of Utica, and in the following year when Mr. Christian's term expired, they formed a partnership and carried on a general surveying business. In 1872 and 1874 Mr. Adams had charge of building the Savage reservoir at the end of Pleasant Street, Utica, for the Utica Water Works Co. From 1875 to 1880 he was a traveling salesman for the firm of Adams Bros., rope manufacturers, resigning to accept an appointment as City Surveyor of Utica, serving until 1885. He was appointed Constructing Engineer for the Delaware and Hudson Canal Co., on the Albany and Susquehanna division, but a year later returned to Utica and served as Assistant City Surveyor during Mayor Kinney's administration. In 1887 was employed as Resident Engineer for the Rome, Watertown and Ogdensburg R.R., supervising the construction of the branch road from Rochester to Windsor Beach on Lake Ontario; of a viaduct at Harpersville, N.Y., and of a bridge over the Genesee river. He was again appointed Assistant City Surveyor of Utica in 1888 and in 1891 was one of the engineering corps on the Adirondack and St. Lawrence R.R. In 1892 he was appointed City Surveyor of Utica and re-appointed in 1893. Mr. Adams was elected to the office of State Engineer and Surveyor of New York in the fall of 1893, was reelected in 1895 and on account of the change in the term of office continued through 1898. During 1901, 1902 and 1903 he was engaged in building a railway and harbor for the Dunderland Iron Co., Ltd., of London, England, on the west coast of Norway, near the Arctic circle. During 1904 and 1905 he was retained as Superintendent of this work, during which time the plant has been completed for mining, concentrating and briquetting about twenty five hundred tons daily of iron ore for shipment to England. In December 1905, he was made General Manager of the entire works.

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## SUPERINTENDENT

General Superintendent  
Superintendent of Canal  
Department  
General Agent and  
Superintendent  
Superintendent Motive  
Power

Superintendent of Mine  
Department  
Superintendent Railroad  
Department  
Superintendent Railroad  
Mail Service  
Rondout Department  
Telegraph

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# GENERAL SUPERINTENDENT

Horatio Allen	1823 to 1829
James Archbald	1830 to 1854
Henry Adam Fonda	1870 to 1874
Lyman O. Rose	
C. W. Wentz	1873

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## Horatio Allen

1823 to 1829



Born May 10, 1802, Died December 31, 1889 was an American civil engineer and inventor.

Born in Schenectady, New York, he graduated from Columbia in 1823, and was appointed the Delaware and Hudson Canal Company (precursor to the railroad) chief engineer. In 1828 he was sent to England to buy locomotives for the canal company's projected railway. There he made the acquaintance of George Stephenson. In 1829 he assembled the first steam locomotive to run in America, the Stourbridge Lion, which ran successfully at Honesdale, Pa.

From 1829 to 1834 he was the chief engineer of the South Carolina Canal and Rail Road Company, at that time the longest railway in the world (about 136 miles/218 km). He was the inventor of the so-called "swiveling truck" for railway cars. He wrote: *The Railroad Era; First Five Years of its Development* (1884).

In his other activities, from 1838 to 1842 he was principal assistant engineer of the Croton aqueduct for supplying water to New York City; in 1842 he became connected with the New York Novelty Works, which furnished engines for nearly all the American and many foreign war vessels and steamships of the time; at various times chief engineer and president of the Erie Railway; consulting engineer for the Panama Railway and the Brooklyn Bridge; and in 1872 and 1873 was president of the American Society of Civil Engineers.

President Erie Railroad October, 1843 to October, 1844

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# GENERAL SUPERINTENDENT

Horatio Allen	1823 to 1829
James Archbald	1830 to 1854
Henry Adam Fonda	1870 to 1874
Lyman O. Rose	
C. W. Wentz	1873

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## James Archbald

1830 to 1854



*James Archbald*

Born March 3, 1793. Died August 26, 1870

Married Sarah Augusta T.

March 15, 1851 first mayor of Carbondale, PA

James Archbald was born in Ayrshire, in the West of Scotland, and on the shores of the Atlantic. This part of Scotland approaches near the North of Ireland, and communication between being frequent, the character of the Northern Irish somewhat resembles that of their Scottish neighbors. Here by the sounding sea, swept by the rude gales of the Western Ocean, and remote from the busy haunts of trade, the boyhood of young Archbald was passed. His father was one of the staunch yeomanry of a past era, a class of men peculiar to Scotland and rare now even there, a man of few words and much thought, who passed his life in the quiet pursuits of agriculture. His mother, however, was of a different character. Descended from that Wodrow, whose voice as a minister of Christ was heard raised in the stormiest period of Scottish church history, a grandchild of Wodrow the historian, and daughter of the minister at Eastwood, her mind was stored with rare knowledge, while she possessed grace and refinement of culture, and from the grand scenery of the coast drew that poetic inspiration shown in the artistic pursuits of her whole life. The subject of our sketch passed his early childhood, as most Scotch lads do, varying the care of the parental flock with driving his boat amid the restless currents of the Frith, or daringly swimming through the surfs and around the crags which line the coast, very much after the manner of Hugh Miller, at Cremarty. When about twelve years of age his father emigrated to America, and purchased a farm in the charming Mohawk Valley.

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# James Archbald (cont)

in the State of New York, where amid new made friends and some valued Scottish acquaintances he passed the short remainder of his life. No railroads nor canals then afforded means of transportation, and the great Mohawk Valley turnpike was the main artery of travel. At the age of fourteen years, young James to whom thus early was committed the transactions of such business, might be seen driving his wagon load of wheat down the turnpike to Albany, some forty miles distant, where he sold his grain with the good judgment of maturer years. As he advanced toward manhood he became engaged in the varied pursuits of farming, lumbering, and finally trading to the then far distant Canadian line. While there he received an offer from the Northwest Fur Company, which he came near accepting, which would have entirely changed the course of his life. It must not be supposed that while thus actively engaged the cultivation of his mind was entirely neglected. He eagerly seized every opportunity for reading and study, became an ardent admirer of poetry, and could recite, even latterly, lengthy quotations from Burns and Byron, as well as most of the British poets. He was also a musician, and his inherited taste for fine arts made him a competent critic on artistic matters. At this time the Erie Canal was commenced. This great work, which has linked to imperishable fame the name of Dewitt Clinton, its projector, opened a new field to Mr. Archbald energies. He became a contractor, and built that section of the canal which destroyed the symmetry of his own beautiful farm, and, by the way, the old homestead was yet in his possession, and kept up with the reverence due the home of his parents and his own early days.

His work as a contractor was well done : much to the surprise of the engineer, there were none of those attempts at cheating so common on politically managed improvements. The engineer in charge was the celebrated John B. Jervis, who, feeling pleased with the young man's faithfulness and capability, offered him a position on his engineering corps. Mr. Jervis was soon after offered the charge of the newly begun Delaware & Hudson Canal, and in the year 1825 Mr. Archbald was employed by him on it. He was placed under Mr. , an engineer somewhat noted for his fast qualities, who not finding any congeniality in the straightforward plodding assistant, asked his removal, on the ground that he would never make an engineer. Mr. Jervis at once assented, and to the general surprise made him Resident Engineer, in charge of that Division. Poor consequently became his subordinate, but Mr. Archbald, true to his natural character, allowed no prejudice to prevail, but treated him kindly as long as he remained. In 1829, the newly opened mines and railroad at Carbondale being in their incipient stages of existence, the Directors elected Mr. Archbald as Superintendent, and since that time his life was principally passed in our valley. Carbondale at this time was a new settlement, the nearest village of importance was Wilkes-Barre, on the Susquehanna, and between them lay Razorville (Providence) and Pittston Ferry. Slocum Hollow (Scranton) was nothing, and lay too far off the main road to be visited. The whole Lackawanna Valley was a partial wilderness. Blakely was a good lumber region, through which a miserable road led south, and the mineral wealth of the valley was generally unknown. Money was scarce in the beach woods, and the fact that the company paid it out liberally for

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# James Archbald (cont)

their work, led to a large settlement at Carbondale. The Irish population was small and were generally a contented and hard working people, having every confidence in the liberality and justice of Mr. Archbald, whose ears were ever open to their wants. Some of the most influential of the foreign population of this section owe their rise to his kindness and appreciation. Some seven or eight years after this, Wm. C. Bouck, Canal Commissioner and afterwards Democratic Governor of the State of New York, offered Mr. Archbald the position of Engineer in charge of that portion of the Erie Canal enlargement lying between Troy and Utica, a distance of 100 miles. This he accepted, and left Carbondale, much to the regret of the company and of the citizens of the place. But he did not stay long away. The strife and trickery of politics which prevailed among the canal author, ties disgusted him, and at the earnest solicitation of the President of the Delaware & Hudson Canal Company he once more took charge of the road. In 1847, the Pennsylvania Coal Company commenced building their railroad from Pittston to Hawley, and this, too was placed in charge of Mr. Archbald, and constructed upon his plane. This road has been run with few changes since he left it, and is considered a model for the economical transportation of coal. In 1851 Carbondale was made a city, and the citizens thereof, to show their respect and attachment, elected him Mayor, which office he filled for four successive terms, and until he removed from the place. In 1854, Mr. Archbald was chosen Vice-President of the Michigan Southern and Northern Indiana railroad, and he once more and finally dissolved his connection with the Delaware & Hudson Canal Company and the Pennsylvania Coal Company,

and took personal charge of the Western road. His stay in the West, however, was limited to a year, when he received his final recall to the scene of his early labors. A new railroad was in progress, and mighty changes were taking place in the valley. The extension of the Delaware and Hudson Railroad had built up the village of Archbald, the business of the Pennsylvania Coal Company had made Dunmore, and now Slocum Hollow transformed into Scranton, has become the center of the coal trade of the valley. The Hon. G. W. Scranton was compelled by ill health to abandon his position in the employ of the Delaware, Lackawanna and Western Railroad Company, and by the general voice of the Directors, Mr. Archbald was appointed General Agent. He now moved his residence to Scranton, leaving Carbondale (after a sojourn of about thirty years) much to the regret of her people, and followed by the good wishes of the entire population.

Since 1858 Mr. Archbald was Chief Engineer of the Delaware, Lackawanna and Western Railroad, and also President of the Lackawanna & Bloomsburg Railroad, both of which positions he held at the time of his death. He had a competency—the proceeds of a life of industry, not a dollar having been made in speculation—but his active habits of life still forbade his retiring from his customary pursuits until near his death he possessed the elasticity and industry of younger days, rose with the early dawn, and on a tramp over the mountains could not be tired out by any man in Luzerne county. Esteemed most by those who knew him best, Mr. Archbald had the entire confidence and affection of the railroad managers and employees. The simplicity of his character, the purity of his life, and the uprightness of his

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# James Archbald (cont)

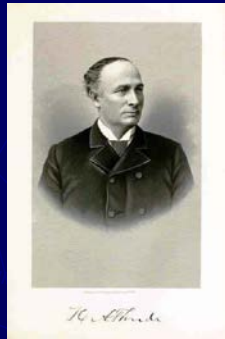
dealings, have made his name a synonym for honesty. He never failed in his word ; he never refused a favor, nor harbored an enmity ; he never solicited an office. In 1866, Mr. Archbald reluctantly accepted the unanimous nomination of the Republican party for Congress, but was defeated by the boldest naturalization frauds ever witnessed in this county. Personally, Mr. Archbald's inclinations were averse to running the gauntlet of this campaign, but the clamorous entreaties of his friends overbore his better judgment. While Mr. Archbald was in charge of the Delaware & Hudson Railroad at Carbondale he conceived the plan of raising the road at the head of each plane, and lowering at the foot of the next, and in this way making a slight decline from the head of one plane to the foot of the next. As the road was before that constructed it was perfectly level between the planes and the cars were drawn back and forward from one to the other by horses. Mr. Archbald's plan was to make avail of the force of gravity by a slight inclination, so that the cars would run of themselves after being drawn up the planes by the stationary engines. He laid his proposition before the managers of the company, and with difficulty succeeded in getting permission to try it between planes Nos. 4 and 5. But so successful was this change when tried, that it was not only at once adopted along the whole line, but it was decided by Mr. Wurts, the President, not to mention the matter in his annual report, that the company might have full enjoyment and monopoly of the invention. This simple plan has been in use by the company ever since, and in 1847, when Mr. Archbald took charge of the constructions of the Pennsylvania Coal Company's road, he laid it out in the same way. He died at Scranton, August

26th, 1870. His remains were deposited in the cemetery at Dunmore.

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# Henry Adam Fonda

1870 to 1874



Fonda, Henry A., of Milton, Pa., president of the First National Bank of that place and an enterprising and public spirited citizen, was born in the town of Fonda, Montgomery County, N.Y., which town derived its name from one of his ancestors. After graduating from the district schools of his native place, he entered the Homer, N. Y., Academy, where he devoted two years to the study of the higher branches of English. The science of engineering possessed an attraction for him and at the age of seventeen he adopted it as his life work, entering upon his labors as an assistant in an engineering corps on the Utica and Syracuse railroad. From this road he passed in a short time to the Erie, on which he held at first the position of rod-man, but later on that of superintendent of construction on the section between Corning and Hornellsville. In different capacities, some of them involving great responsibilities, he remained with the Erie road about six years.

Upon leaving it he engaged with the Canandaigua and Niagara Falls road, as superintendent of construction and repairs. After filling this post two years he removed to Pennsylvania and accepted the position of superintendent of construction on the Catawissa railroad, then thirty-five miles in extent. After being promoted to the position of assistant superintendent, and being advanced from that office to the responsible post of general superintendent of the road, he closed his connection with it (then of five years' duration), to accept the office of general superintendent of the Elmira and Williamsport railroad, to the duties of which he devoted the ensuing three years. In 1864 he became general superintendent of the Lackawanna and Bloomsburg railroad, then under control of the Delaware and Western Railroad Company.

After serving this corporation five years he took a contract to build a railroad from Carbondale to Susquehanna. This contract being completed he took service with the Delaware and Hudson railroad, as general superintendent, and was placed in charge of all the lines of this large corporation from Carbondale, Pa., to Whitehall and Rutland, Vt. At the expiration of four years' steady service under this company, he retired from active duty and took up his residence in Philadelphia, where he spent several years. In 1887 he removed to Milton, where he established a permanent residence. Having definitely relinquished engineering pursuits, he turned his attention to farming and stock raising. He is now the owner of a large stock farm and residence on Cayuga lake, near Aurora, and also of five extensive stock farms in the vicinity of Milton. His barn on the largest farm on Cayuga Lake is the finest in the state.

Married, on January 1, 1862, Miss Caroline Louisa Brown, daughter of Isaac Brown, a prominent merchant of Milton. His only child, a son, Lawrence B. Fonda.

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# Lyman O. Rose

LYMAN O. ROSE, for many years General Superintendent of the Delaware and Hudson Canal and prominently identified with its interests, died at his home in Honesdale, Penn., Monday night from jaundice. He was born Sept. 27, 1835, at Rose's Point, N. Y. A widow and two children survive him. One of his sisters is the wife of Dr. George Fossard of New York City.

Born September 27, 1835 Died December 14, 1903

December 16, 1903 New York Times



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# Frederick L. Hanlon

1938

Born, December 25, 1881, Redford, NY  
Son, William and Julia Coolaw Hanlon  
Married, Marie E. Cooley, September 7, 1934  
1938 Superintendent, Albany, NY.  
Residence, 887 Mercer Street, Albany, NY.



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# SUPERINTENDENT CANAL DEPARTMENT

A.M. Atkinson

1874 to

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## Thomas Howard Ray Tracy

18?? to 1856

Born May 16, 1806, at Franklin, married Aug. 19, 1832, Anna A. Aldrich, born July 25, 1809, at Sherburne, N. Y., daughter of James Aldrich and Sybil Curtis, of Sherburne. They settled at Honesdale, Pa. He had only a common school education, having spent his youth in laboring in his father's shop, and on his farm. Soon after they settled at Honesdale, he was appointed superintendant of the Pennsylvania section of the Delaware and Hudson canal, which situation he occupied until his death. He was one of the associate judges of Wayne county, and was for many years chief burgess of Honesdale. He was an humble and devoted Christian, was kind and benevolent to the poor and suffering, and was prompt and liberal in the promotion of all public enterprises. He died May 5, 1856, at Honesdale, leaving her surviving. They had six children, all born at Honesdale: Anne Maria, born June 19, 1833, died Sept. 1, 1834; Miles Lathrop, born March 10, 1836; Catherine Seymour, born May 16, 1839; Charles Wurts, born July 19, 1843; Thomas Howard Bay, born Aug. 22, 1845; Lucy Ann, born Dec. 25, 1847.

172

# J. B. Fitch

1850

173

# Coe Finch Young

1866 to 1869

## COE F. YOUNG.

Coe F. Young of Honesdale, Penn., for many years General Manager and Vice-President of the Delaware and Hudson Canal Company, died yesterday morning of pneumonia at Thomasville, Ga., where he had gone in search of health. Mr. Young was born in 1824. Early in life he took an active part in business and became the proprietor of a line of freight and passenger packets running on the Delaware and Hudson Canal. In January, 1864, he entered the service of the canal company as Superintendent of the canal department. In January, 1869, he was made General Manager of the canal and railroads of the corporation. He was interested in the Honesdale (Penn.) National Bank, having filled the office of President for many years.

About three years ago he retired from active participation in the affairs of the canal company, and his son, Horace G. Young, was selected to fill his place as Vice-President and General Manager. His wife, who was at Thomasville with him when he died; his sons, Horace G. and Edwin, and two daughters, one of whom is Mrs. Joseph B. Dickson of this city, survive him.

Born 1824 Died March 22, 1889

March 23, 1889 New York Times

174

# Asher M. Atkinson

1869 to

Son of Ephraim Kimble Atkinson , and Sarah Ann VanBuren  
Born in Wayne County, Pennsylvania  
Married Marilla J. Rosencranse  
1851 Postmaster White Mills, PA

175

# Thomas Terwilliger Sr.

February 2, 1930 Funeral services were held today  
In Ellenville, near New Paltz, for Thomas  
Terwilliger Sr., at one time a superintendent of the  
old Delaware Hudson Canal, and eyewitness of  
General Lee's surrender. He was is his ninety  
fourth year when he died Wednesday He served in  
the Twentieth New York. (New York Times)

176



# ASSISTANT SUPERINTENDENT

177

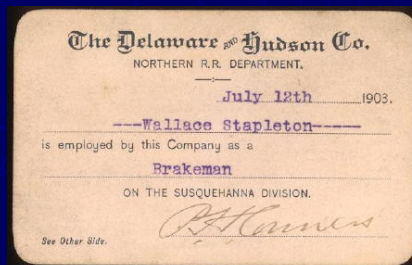
## P. H. Connors

1890

1890 Assistant Superintendent, Albany, NY.

**A Bigamist with Four Wives.**  
Troy, N. Y., July 19.—It is alleged that Thomas Drake, a telegraph operator from Binghamton, arrested at Hoosic Falls last night on a charge of forgery in the second degree, is a bigamist with four wives. He is a fine appearing man, about forty years of age.  
He appeared in the Fitchburg office at Hoosic Falls and sent a dispatch signed "P. J. Connors, Assistant Superintendent Delaware and Hudson Canal Company," to Fitchburg Superintendent Crandall requesting a pass for two. The operator sent the message, but, having suspicions of Drake's identity, also wired Albany, only to find that Mr. Connors was there. Drake was thereupon arrested.  
The accused man, who has evidently been on an extended spree, was lodged in jail here. He declines to talk.

July 20, 1892 New York Times



178

# H. C. North

1890

1890 Assistant Superintendent, Albany, NY.

179

## ASSISTANT SUPERINTENDENT CANAL DEPARTMENT

Harwood Vernon Olyphant 1874 to 1875

180

# Miles Lathrop Tracy

Born March 10, 1836 Honesdale, Pa. , Died April 4, 1911, son of Thomas Howard Ray Tracy, left the class during freshman year. He has since resided in Honesdale, and is said to be employed as Assistant Superintendent of the Delaware and Hudson Canal. (Yale University Class of 1859)

181

# Harwood Vernon Olyphant

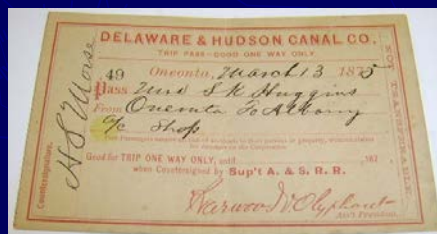
1874 to 1875

OLYPHANT.—In London, England, on Monday, 13th inst., HARWOOD VERNON OLYPHANT, aged 28 years, eldest son of R. M. Olyphant, of this City.  
Notice of funeral hereafter.

October 20, 1875 New York Times

1875 New York Times

HARWOOD V. OLYPHANT, C. E., Acting President of the Delaware and Hudson Canal Co., Albany, N. Y.



1875 Pass signed by Harwood V. Olyphant

Son of Robert Morrison and Sophie (Vernon) Olyphant was born in New York city, July 20th, 1847. Entered the Rensselaer Polytechnic Institute, In 1865. Immediately after graduation took the position of superintendent, at Grand Tower, Jackson county, MI, and afterward general superintendent and general manager of the Grand Tower Mining, Manufacturing and Transportation company, which he held until February, 1874, when he was appointed assistant superintendent of the Delaware & Hudson Canal company. He then moved to Albany, and filled the above position with marked ability, but in the spring of 1875 his health began to suffer from the burden of labor and responsibility which rested upon him. In September, 1875, he sailed for Europe, with his family, and died in London on the morning of October 16th, 1875. His remains were brought to this country, and funeral services were held in the Collegiate Reformed Church, Fifth Avenue and 29th Street, New York, on the 10th of November. The services were conducted by the Rev. Dr. Ormiston, pastor of the church, and the address, which was afterwards printed, delivered by the Rev. Thornton M. Niven, Jr., of Dobbs Ferry. Married, December 8th, 1870, Mary K. Lamport, daughter of John T. Lamport, of Troy, N. Y. One child.

182

# SUPERINTENDENT MINE DEPARTMENT

John Bloomfield Jervis	1825 to 1829
James Archbald	1830 to 1840
James Clarkson	1853
Andrew Nichols	1853
Thomas F. Dickson	1860 to 1869
Edward W. Weston	1869 to 1874
William G. Bowers	
Abraham H. Vandling	1874 to 1895
Charles C. Rose	1896 to

183

## James Clarkson

1830's to 1853?

Born 1799, Hermand, Scotland  
1853 article mentions "Mr. Clarkson, the Geologist,  
has had the general superintendence of the mines  
for upwards of twenty years".  
Married, Margaret McGill

184

# Andrew Nichols

18?? to 18??

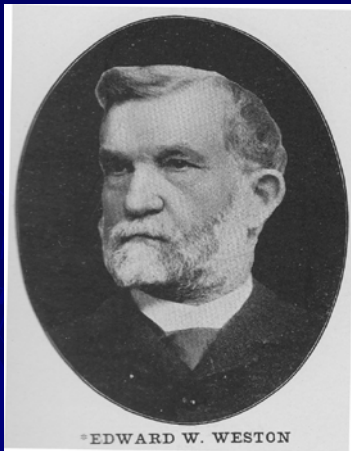
Born

Died, August 1898, age 81

185

# Edward W. Weston

1864 to 1874



\*EDWARD W. WESTON

*E. W. Weston*

The reports of the Delaware and Hudson Canal Company for a term of years past are literally bespangled with the name of this constant worker. Edward W. Weston, the General Agent, in charge of the Real Estate of the company. He was born in Salem, Wayne County, PA, December 5th, 1823. His father, Elijah Weston, was an early resident of that county, his mother, being the daughter of Major Jason Torrey, who settled in Wayne county, about the year 1794. Edward's earlier years were passed in Salem, his time being divided between attending a country school, working on a farm, driving a team, teaching school during the winter season, and land surveying. In 1844, he removed to Honesdale, and entered into the business of surveying and engineering in the office of his uncle, John Torrey, then the principal Land Agency office in Northern Pennsylvania. He remained here until 1859, when he was called to the Lackawanna Valley to take charge of the lands and surveys of the Delaware and Hudson Canal Company. In 1860, soon after the appointment of Thos. Dickson as Superintendent of the Coal Department of that company, the additional duties as Mining Engineer were assigned to Mr. Weston, and upon the accession of Mr. Dickson to the General Superintendence of the company's business, January, 1864. Mr. Weston was appointed Superintendent of the Coal Department in his place, which position he held until April, 1874, when in consequence of the largely increased business of the company, and the extent of country over which its property and roads are located, it became necessary to separate the Real Estate from the Mining Department. Mr. A. H. Vandling was then appointed Superintendent of the Coal Department, and Mr. Weston made General Agent in charge of all the real estate of the company, which position he now holds, to the satisfaction of the company, in every detail. His faithfulness to duty, and constancy in at tension, marks him a model officer.

186

# John Boals Jones

18?? To 1870

Born September 13, 1821. made his home with foster parents, in his youth attending the schools of the shire, whence he was graduated at the age of sixteen years, soon afterward coming to the United States. In this country he was legally adopted by his grandfather, who took him into a business partnership, after which he moved to Wilkes-Barre, Pennsylvania, and engaged in mercantile dealings with W. J. Landmesser, remaining in this place for twelve years. He then received an appointment as superintendent of the Delaware and Hudson Coal Company at Carbondale, his superior in office being Edward Weston, and this office he held until his death from an attack of pneumonia in 1870. He married Elizabeth L., daughter of Philip J. Myers, of Slocum, Luzerne county, Pennsylvania.

187

# William G. Bowers

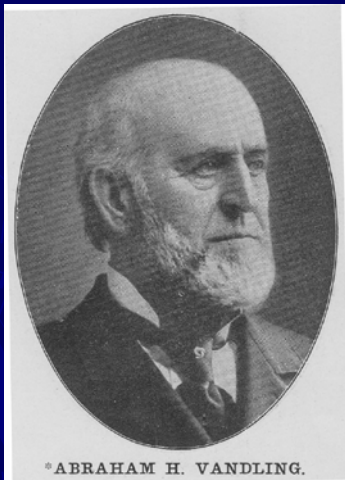
1873 to

1873 Division Superintendent Coal Department  
Residence, 69 Canaan Street, Carbondale, PA  
Married , Isabel ?  
Son, John Bowers

188

# Abraham H. Vandling

1874 to 1897



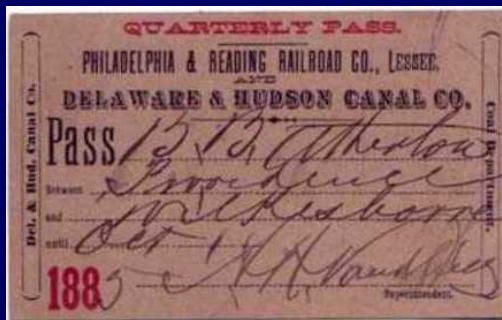
Abram H. Vandling, for many years superintendent of the Coal Department of the Delaware & Hudson Railroad Co., was found dead in his bed on the morning of June 12, 1901, death being due to heart disease, from which trouble he had been a great sufferer during the past two years.

Mr. Vandling was one of the earliest and best-known anthracite coal men, having been identified with the Delaware & Hudson and Pennsylvania Coal companies for many years. He was born in Mooresburg, Pa., November 13, 1824, and was the son of John S. Vandling. He received a thorough high-school education, and for a while taught in Northumberland County, but soon became engaged in boat building at Lewisburg, Pa. After mastering the details of this trade, he accepted a position under the late John B. Smith, of the Pennsylvania Coal Co., and became superintendent of the yards at Hawley. Later he went to New York and was with General Ewen, of the same company, during the litigation which took place between the Delaware & Hudson and Pennsylvania Coal companies. Shortly after this he left the employ of the Pennsylvania Coal Co., and became superintendent of the Delaware & Hudson Canal at Rondout, N. Y. In 1874, he came to Scranton and became general superintendent of the coal properties of the Delaware & Hudson Co., filling that position until he was succeeded, 5 years ago, by his son-in-law, the present general superintendent, Mr. C. C. Rose. He was a director of the Third National Bank and of the Kingston Bank, and is survived by a wife and daughter. (The Colliery Engineer July 1901)

189

# Abraham H. Vandling (cont.)

1874 to 1897



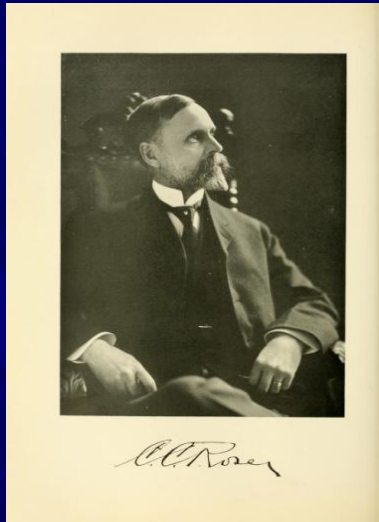
1885 Pass signed by A. H. Vandling

190



# Charles Clemens Rose

1897 to 1915



Born at Rose Point, Orange County, New York, July 20, 1847. He was the son of William C. and Louisa C. Shimer Rose. He received a school education and entered business in Scranton, where much of his life was passed, becoming superintendent of the Coal Department of the Delaware and Hudson Co. He was a director of the Peoples National Bank of Scranton, and of other companies in Scranton and Wilkes-Barre. He married Miss Emma Vandling January 25, 1888. He died July 17, 1915. Scranton, PA Age 69  
1888 Division Engineer DL&W RR Scranton

191

# Jared M. Chittenden

1890

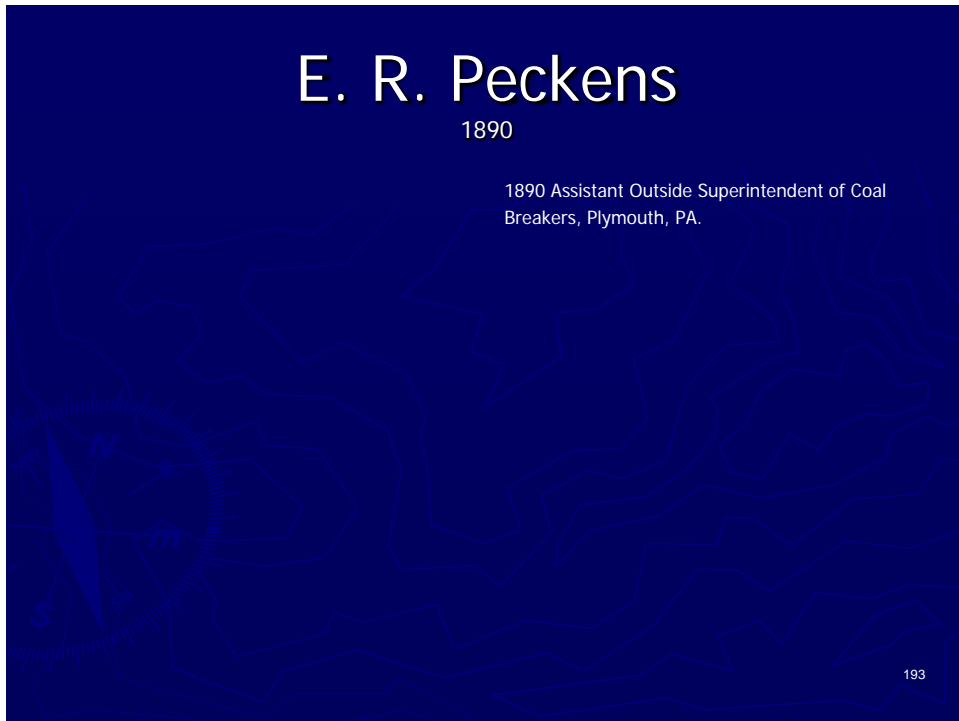
Born July 25, 1823, Mount Pleasant, PA  
Son of Zenas and Almira Roberts Chittenden  
1859 Incorporates Carbondale Gas Company  
1890 General Outside Superintendent of Coal Breakers, Scranton, PA.  
Residence, 317 Washington Avenue, Scranton, PA.  
Married, Mary Wells born about 1830, Dundaff, PA.

192

# E. R. Peckens

1890

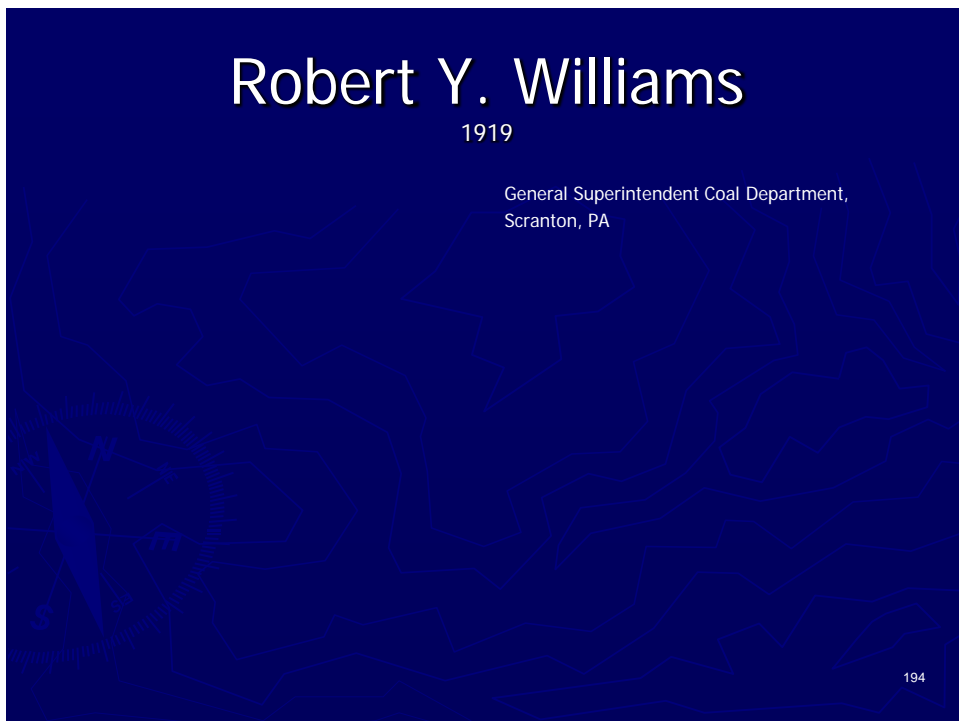
1890 Assistant Outside Superintendent of Coal  
Breakers, Plymouth, PA.



# Robert Y. Williams

1919

General Superintendent Coal Department,  
Scranton, PA



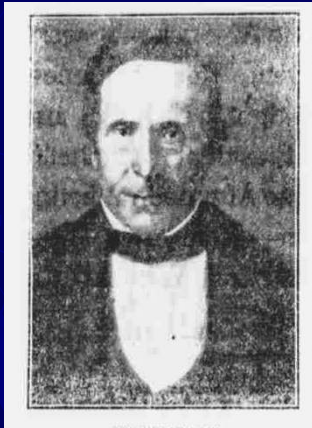
# ASSISTANT SUPERINTENDENT of MINES

Archibald Law	1830
Alexander Bryden	1843
John Hosie	1843
Edwin R. Peckins	1868

195

## Archibald Law

1830 to 1843



Photographical copy from 1901 Semi centennial of Carbondale  
Of Archibald Law

Was the chief engineer in Scotland of the Duke of Buccleuh, and he came to this country on the invitation of the Delaware & Hudson Canal Company to take charge of their extensive mining operations. This was in 1830, when he was thirty-one years of age, and to him is due the praise for the introduction of the present method.

Archibald Law born in Wanlockhead, Scotland in 1799. In Scotland he trained and worked as a mining engineer. In 1830, he emigrated to the United States and settled in Carbondale, Pa. and was employed by the Delaware and Hudson Canal Company as a mining engineer. Mr. Law put in the first underground mines for the D&H Canal Company replacing strip mining then in vogue with a vertical shaft. During an inspection of mine pumps Mr. Law was injured by a fall of rock leaving him in considerable pain and with paralysis of his lower limbs. Mr. John Wurts, President of the D&H Canal Company called to see him and had a wagon especially built for him and had him transported to New York City to see Dr. Valentine Mott. Unfortunately Dr. Mott was unable to relieve him of his pain and suffering. Mr. Law died in June 1848. Mr. Law's innovative engineering transforming anthracite mining methods was commemorated with a monument located in Carbondale on the occasion of the fiftieth anniversary of the city of Carbondale.

196

# Archibald Law (cont.)

1830 to 1843



1901 monument commemorating first underground mine.

197

# John Hosie

1843

Mr John Hosie, now an enterprising coal operator in Scranton, at present working the Fairlawn Colliery, was assistant superintendent of the mines at that time, and was one of the inmates at the time of the dreadful catastrophe. He barely escaped with his life. Creeping through the remaining crevices in the break upon his hands and knees, feeling his way along the blackness of midnight, where all traces of the general direction of the mine had disappeared, he often found himself in an aperture so narrow, that to retreat or advance seemed impossible. Once he was buried middle deep by the rubbish as he was digging through. Another convulsion lifted up the mass and relieved him. After being in the mines two days and nights, he emerged into the sunlight, the flesh being worn from his finger bones in his efforts to escape from the tomb-like captivity.

From "The Wyoming Valley" J.A. Clark 1875

198

# Alexander Bryden

1843 to 1854

Alexander Bryden and one of his sons came to the United States in 1842, proceeding directly to Carbondale, Pennsylvania, where they arrived in July. Mining operations were at low ebb at that time and Mr. Bryden accepted the first employment that came to his notice, which was with Hugh Brown, foreman of day laborers for the Delaware & Hudson Canal Company. He was afterward placed in charge of the mine pumps, and in March, 1843, was appointed mine foreman to succeed Archibald Law, who was permanently disabled, caused by a fall of roof slate. Mr. Bryden continued in this position until 1852, when he moved to Pittston, Pennsylvania, there to assume charge of the operations of the Pittston Coal Company. On January 1, 1854, he became the mining superintendent for the Delaware & Hudson Coal Company, which position he held at death. His death occurred in Carbondale, Pennsylvania, August 20, 1854. He was a member of the Presbyterian church. He married (first) Margaret Dick, a native of Scotland, (second) Janet Bell, also a native of Scotland. At his death he left a widow and twelve surviving children.

199

# John S. Law

1861 to 1864

General Coal Inspector, Purchasing Agent

200

# Edwin R. Peckens

Assistant superintendent of the Delaware & Hudson Canal Company, coal department, Plymouth division, was born at Bridgewater, Susquehanna Co., Pa., June 16, 1831, and is the eldest of three sons born to Thompson and Jerusha (Backus) Peckens, the former of Massachusetts and the latter of Connecticut birth. The subject of this sketch received his education at the Wyoming Seminary, Kingston, Pa., and a higher course of training at Bucknell University, from which he was graduated in the class of 1854. After completing his course he returned to Luzerne county, and kept books for his father at what was known as the Black Diamond Store. The breaker of the Black Diamond was the first one erected in the county, and was built by the father of our subject. After clerking in the store for some time Mr. Peckens was employed in the coal department office at the Delaware, Lackawanna & Western Company, and continued there till 1861, when he joined, as a captain, Company H, Fifty-second Regiment, Pennsylvania Volunteers, under command of Col. Dodge, and Lieut.-Col. Hoyt, who afterward became governor of Pennsylvania. This regiment had the advance in the whole Peninsular campaign, and was engaged in all the battles connected with that strife.

Mr. Peckens served two years, his term of enlistment expiring September 4, 1863. After returning from the war, he accepted a position in the internal revenue office at Scranton, Pa., which was under the supervision of Joseph Scranton. Here he remained three years, and then opened an auction store at Scranton, which he conducted for a short time; then removed to Schuylkill county, where he became superintendent for the Tremont Coal Company; then returned to Scranton and worked for the Northern Coal Company, as clerk under Mr. Albright. There he remained until the Northern Coal Company was merged into the Delaware & Hudson Canal Company, when he was given the position as assistant superintendent, which he has since occupied. He has five breakers under his constant supervision. Mr. Peckens was married, Nov. 22, 1855, to Miss Mary, daughter of Anson and Sarah (Mitchel) Atherton, natives of Luzerne county, and three children have been born to them, viz.: Edwin, who married Emma Keller, at Plymouth (Edwin is coal inspector for the Plymouth Division of the D. & H. Coal Co.); Linda, at home; and Frank, weigh master for the D. & H. Canal Co. The family attend the Baptist Church. Mr. Peckens is a Republican in politics; he is a member of the F. & A.M.

201

## SUPERINTENDENT RAILROAD DEPARTMENT

John Bloomfield Jervis	1825 to 1829	Northern Railroad Department	
James Archbald	1830 to 1840	W. S. Eddy	1876
Charles Pemberton Wurts	1864	Theodore Voorhees	1883 to

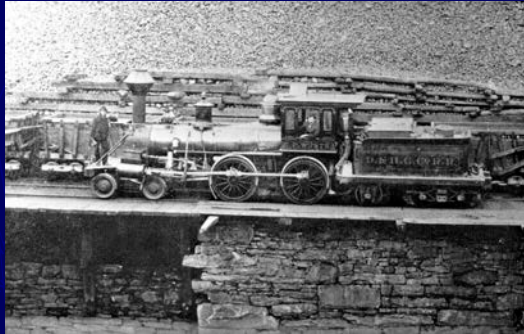
### Pennsylvania Division

J. B. Fitch	1850 to
Rollin A. Manville	1866 to 1891
Charles Rollin Manville	1891 to
John Earl Fairhead	

202

# Charles Pemberton Wurts

1864



D&HCCo Gravity locomotive #2 C. P. Wurts

Born 1824 Died 1892  
Son of: George & Abigail Petit Wurts  
Married: Laura Jay February 8, 1854,  
granddaughter of John Jay of revolutionary  
war fame.

Son Charles Pemberton Wurts, Assistant  
Auditor D&HCCo.

203

# Rollin A. Manville

1856 to 1891

## MR. MANVILLE'S BODY CREMATED.

Troy, N. Y., June 27.—The body of Rollin A. Manville, General Superintendent of the Delaware and Hudson Canal Company for the Pennsylvania Division, was brought to Troy to-day from Carbondale, Penn., where he died Wednesday, and cremated at the Earl Crematorium in Oakwood Cemetery. The remains were conveyed in the private car of Vice President Young.

June 28, 1891 New York Times

Born November 26, 1824 Whitehall, NY Died  
June 24, 1891

Married: Helen MacDonald (Gilbert).

son: Charles Rollin Manville

son: Willas Arthur born in Honesdale, died April 12,  
1897 age 36 died in Carbondale buried in Oakwood  
Cemetery Troy, NY

Residence, 417 Main Street, Carbondale, PA

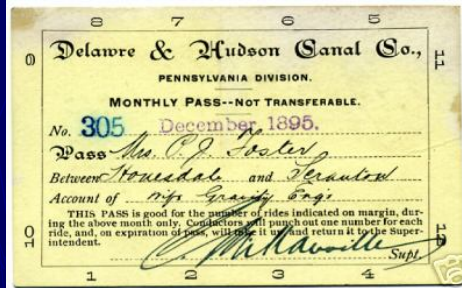
Entered railway service July 1847 to October 1849,  
rodman engineer corps Saratoga & Washington RR;  
October 1849 to January 1, 1852, division engineer New  
York & Harlem RR; April to September 1853, engineer  
railroad from Wilkes Barre to Delaware Water Gap;  
September 1853 to June 1855, engineer construction road  
from Flushing, L. I., to Hunter's Point ; January 1856, on  
Delaware & Hudson Canal Co's RR: 8 years assistant  
superintendent and engineer, Honesdale, Penn., and  
January 1864 superintendent, Pennsylvania division.

204



# Charles Rollin Manville

1891 to 1903



1895 Pass signed by C. R. Manville

CHARLES ROLLIN MANVILLE, C. E., (Carbondale, Pa.) son of Rollin and Helen MacDonald (Gilbert) Manville, was born in Honesdale, Wayne county, Pa., January 13th, 1858. Attended Gilbertsville Academy and Collegiate Institute, Gilbertsville, N. Y., and was subsequently instructed by VV. T. Colville, M. A.

He entered the Institute in the fall of 1875. June, 1880, assistant engineer Delaware & Hudson canal company's railroad, Carbondale, Pa.; March, 1883, engineer Delaware & Hudson canal company's railroad, Carbondale, Pa. Married, June 5th, 1883, Carrie Augusta Oakes, daughter of Albion Keith Paris Oakes. Wife died February, 1886. One Child, Keith R. Manville. P. O. address, Carbondale, Lackawanna County, Pa.

205

# Henry E. Gilpin

1903 to 1904



C. R. Manville has resigned as superintendent of the Pennsylvania division at Carbondale, Pa., and has been succeeded by H. E. Gilpin, superintendent of the New York, Susquehanna & Western.

Superintendent of New York, Susquehanna & Western, and Wilkes Barre & Eastern Railroads.

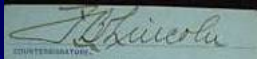
Henry E. Gilpin was born in Chester County, Pennsylvania, and after receiving an academic education in Philadelphia began his railway career as a rodman on the staff of the Chief Engineer of the Philadelphia & Reading Railroad in 1880. He was engaged on surveys and construction work on that road until 1887, during which time he was an Assistant Engineer on the Shamokin, Sunbury & Lewisburg Railroad while it was under construction, and was also engaged in numerous surveys throughout the anthracite coal region of Pennsylvania. He was appointed Assistant Engineer on the Buffalo Division of the New York, Lake Erie & Western Railroad in 1887, and in the latter part of the year was appointed Roadmaster of the Western (now Allegheny) Division of the same road. On January 1, 1892, he was promoted to Superintendent of the Tioga Division at Elmira, New York, and in November, 1892, he was advanced to Superintendent of the Allegheny Division and located at Hornellsville, New York. This place Mr. Gilpin held until June 15, 1899, when he was transferred to Jersey City as Superintendent of the New York, Susquehanna & Western, and the Wilkes Barre & Eastern Railroads, both recently acquired by the Erie.

Mr. Gilpin was married June 17, 1891, in New York City to Miss Mary Helen Church, daughter of Richard Church, Esquire, a prominent citizen of Belvidere, Allegheny County, New York. 1907 Director North Scranton Bank

206

# Frederic Bowen Lincoln

1904 to 1905



Born New York City, October 9, 1867. Educated in the public schools in New York and Connecticut. At private schools in England and New York University. Entered service of Erie Railroad May, 1887, and served on general Engineering Corps under Charles W. Buchholz as Rodman, Transit man and Resident Engineer until June, 1892. June, 1892 until December, 1892, Assistant Engineer, Allegheny Division, Erie Railroad. December, 1892 until November, 1895, Assistant Engineer, Susquehanna Division, Erie Railroad. November, 1895 to May, 1897 Train Master, Toby Branch, Erie Railroad, in charge of Maintenance and Operation. May, 1897 to December, 1898, Agent, Erie Railroad Company at Salamanca. December, 1898 to March, 1902, Superintendent Tioga Division, Erie Railroad and Blossburg Coal Company. March, 1902 to October, 1903 General Manager, Buffalo & Susquehanna Coal & Coke Company. October, 1903 to February, 1904, Special Agent for Vice-President & General Manager, Erie Railroad Company. February, 1904 to August, 1905, Superintendent, Susquehanna Division, Delaware & Hudson Company. August, 1905 to October, 1905 Superintendent of Construction, Delaware & Eastern Railway. October, 1905 to March, 1906, Superintendent of Construction, O'Rourke Engineering Construction Co., Grand Central Terminal work, New York City. March, 1906 to January 1st, 1914, Assistant to Receiver, Pittsburg, Shawmut & Northern Railroad. January 1st, 1914, appointed General Superintendent, Erie R.R. Co.

207

# John Earl Fairhead

1923 to 1942

Born August 4, 1879 Urbana, Ohio. Died July 22 1942

Son of James E. and Sarah B. McCain Fairhead.

1910 Degree ME Lehigh University

Pennsylvania Division Superintendent 1922

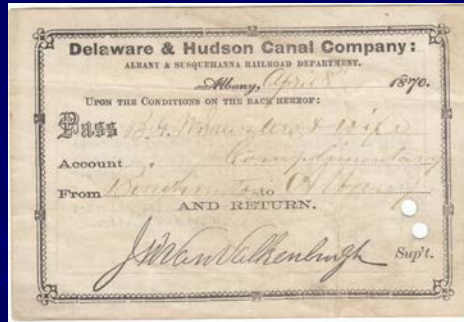
July 23, 1942

John E. Fairhead, 63, superintendent since 1923 of the Delaware & Hudson Railroad, whose territory included Albany to the Canadian border, died last night. (New York Times)

208

# John W. Van Valkenburgh

1870 to 1871



1870 Pass signed by J. W. Van Valkenburgh

Born at Chatham, N.Y. June 23, 1826, Died April 13, 1904, Albany, N.Y., son of James B. and Clarinda Van Valkenburgh. He was commissioned as 1<sup>st</sup> Lt. Nov. 16, 1849. James Bain Col. 3<sup>rd</sup> division 23<sup>rd</sup> Regt. He was First Lt. Co. E 128<sup>th</sup> Regt. N.Y. during the War of the Rebellion. He was a member of the New York Legislature from Columbia County in 1866 and a member from Albany County in 1873. He was superintendent of the Albany & Susquehanna R. R., and receiver of the Chatham and Lebanon Springs R. R., President of the Albany Helderberg & Schoharie R. R.

His first wife was Mary Rice. They had one daughter Anna who married a Mr. Lyon of Albany. She died at the time of the birth of a son. He was adopted by his Gd. Father John W. Van Valkenburgh, who had his name changed by Legislative enactment to Dewitt C. Van Valkenburgh. John W. Van Valkenburgh's second wife was Louise Allen Smith of Ogdensburg, St. Lawrence Co. New York. Their residence was Albany, N.Y. (no children). John W. Van Valkenburgh was brevetted Captain, Dec. 19, 1879, by L. Robinson, Governor of New York.

209

# John W. Van Valkenburgh (cont.)

1870 to 1871

ALBANY, N. Y., April 13.—John W. Van Valkenburgh died at his home here this evening. He was born in Chatham, Columbia County, June 23, 1826. From 1849 until its retirement from service he was a First Lieutenant in the old Twenty-third Regiment, New York Volunteers. He had been a railroad promoter from 1852, when the Lebanon Springs Railroad was projected. In 1856, as route agent for the General Post Office Department, he ran the first night express train over the Harlem Railroad from New York to Albany. In 1866 he was elected a Democratic member of the Assembly from Columbia County, and in 1873 was again elected from Albany County. He moved to Albany in 1867, and in 1868 was made Superintendent of the Albany and Susquehanna Railroad. Of late years he has devoted his energies to organizing and financeering new railroad companies.

April 14, 1904 New York Times

210

# Henry S. Morse

1871 to 1875



1875 Pass countersigned by H. S. Morse

Born Panama, Chautauque Co., N. Y., September 22, 1834. Entered railway service July 1855 to 1861 telegraph operator, train dispatcher and ticket agent Williamsport & Elmira, Catawissa, Williamsport & Erie, and Sunbury & Erie RRs, Williamsport, Penn., also agent Lake Shore & Michigan Southern Rwy, for Pennsylvania, New Jersey, Maryland and Delaware; 1861 to 1863, assistant superintendent Williamsport & Elmira division Northern Central Rwy., 1871 to 1875, superintendent Albany & Susquehanna division Delaware & Hudson Canal Co's RR., 1875 to 1878, assistant master transportation Baltimore & Ohio RR (Chicago division) 1878 to 1880, general superintendent Indianapolis, Decatur & Springfield RR., 1880 to 1882, superintendent construction and operation New Orleans division New Orleans Pacific RR; May 1, 1883, General Manager Brunswick & Western RR. Office Brunswick, Ga.

211

# W. S. Eddy

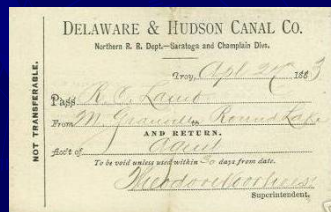
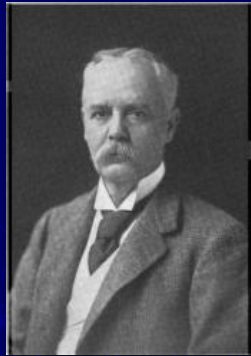
1876

1876 Division Superintendent, Whitehall, NY.

212

# Theodore Voorhees

Northern Railroad Department  
1875 to 1885



1883 pass signed by Theodore Voorhees

Born June 4, 1847 New York City Died March 12, 1916, Elkins Park, a suburb of Philadelphia, Pa.,  
Lived in Troy, NY  
Named a manager of Mechanicsville and Fort Edward Railroad May 3, 1880

THEODORE VOORHEES, C. E., son of Benjamin F. and Margaret E. (Sinclair) Voorhees, was born in New York city. Prepared at Anthon's Grammar School, New York city, and entered Columbia college, class of 1868. Left in full standing, May, 1866, and entered the Rensselaer Polytechnic Institute, in September, 1866. July, 1869, entered service of Delaware, Lackawanna & Western railroad, at Scranton, Pa., as assistant engineer, railroad department; spent about two years in coal department, and in December, 1872, was made superintendent of the Syracuse, Binghamton and New York railroad, at Syracuse, N. Y.; held that position until August, 1874, when he returned to the coal department at Scranton, Pa.; December, 1874, entered the service of the Delaware & Hudson Canal company, and March 1st, 1875, was made superintendent of the Saratoga & Champlain division northern railroad department; 1885, assistant general superintendent New York Central & Hudson River railroad. Married, September 18th, 1871, Sarah V. Gould, daughter of Judge George Gould, of Troy, N. Y. Wife died August 7th, 1872. Married, February 4th, 1874, Mary E. Chittenden, daughter of the late Harlow W. Chittenden, ex-general superintendent of the New York Central & Hudson River railroad, at Syracuse, N. Y. Six children. P. O. address, Grand Central Depot, New York city.

213

# Charles H. House

1942 to

Born, October 25, 1886, Albany, NY.  
Son, Charles P. and Elizabeth Maslin House  
Married, Ann Hyland, February 11, 1913  
1942 Superintendent Saratoga Champlain Division  
Residence, 47 Peyster Street, Albany, NY

214

# M. W. Sullivan

1917 to

M. W. Sullivan, trainmaster of the Delaware & Hudson at Oneonta. has been appointed superintendent of the Champlain division, with headquarters at Plattsburg, NY.

215

# David Harry Kelley

1881 to

Son of Harry and Clara Abigail (Kelley) Kelley, was born in Wallingford, Vermont, February 20, 1865. After leaving school he took up telegraphy and secured a position with the Bennington & Rutland Railroad as operator at Danby, Vermont. In 1881 he entered the employ of the Delaware & Hudson Railroad Company in the same capacity. He was then promoted to train dispatcher at Troy, New York, continuing until his promotion to be train master of the Saratoga division. In 1909 he was transferred to the Susquehanna division of the Delaware & Hudson and still continues as train master of that division (1910). His promotion has been continuous and well earned. His residence is now in Watervliet, but for fourteen years, until 1898, he was a resident of Albany, New York, where he was an active member of the First Dutch Reformed Church. He was recorder of the consistory and deacon. He was always an active worker in the Albany Young Men's Christian Association, serving on the board of directors. He is now (1910) an active worker in the railroad department of Young Men's Christian Association work. He married (first) December 30, 1885, Lizzie Anna, daughter of Darwin Clark Pierce, born at Rutland, Vermont, 1865, died March 30, 1898. He married (second) October 9, 1902, Fannie Fern Lansing, born in Albany, New York, daughter of Professor John Pearse and Louisa E. (Martin) Lansing.

216

# M. F. Leamy

1917 to

M. F. Leamy has been promoted from trainmaster to superintendent of the Saratoga division of the Delaware & Hudson, with headquarters at Albany. L. A. Crounse, succeeds Mr. Leamy as trainmaster at Albany.

217

# Clinton A. Morgan

1914 to 1947

Residence, 15 Brooklyn Street, Carbondale, PA

1914 Clinton A. Morgan, who has been appointed superintendent of the Pennsylvania division of the Delaware & Hudson with headquarters at Carbondale, Pa., as has been announced in these columns, was born on March 18, 1873, at Stockwell, N. Y., and was educated in the common schools. He began railway work in August, 1888, as a telegraph operator on the Delaware, Lackawanna & Western. The following year he became copy operator on the Erie and in May, 1893, entered the service of the Delaware & Hudson as copy operator at Carbondale, Pa., and since that time has been in the service of that road at the same place. In February, 1900, he was appointed train dispatcher and three years later was made assistant chief dispatcher, becoming chief dispatcher in February, 1907. He was appointed assistant trainmaster in November of the same year and was promoted to trainmaster in February, 1911, which position he held until January, 1914, when he was made acting superintendent of the Pennsylvania division, and now becomes superintendent of the same division. (Railway Age)

218



# Kenneth E. Miller

1959 to 19??

Kenneth E. Miller, general superintendent of transportation  
for the Delaware & Hudson.

219

# Michael Joseph McDonough

19?? to 19??

Division Superintendent, Delaware and Hudson R. R. Corp

220

# William Wallace

19?? to 19??

Division Superintendent, Delaware and Hudson R. R. Corp



221

# Arthur J. Sheehy

19?? to 19??

Division Superintendent, Delaware and Hudson R. R. Corp



222

# SUPERINTENDENT MOTIVE POWER

Robert C. Blackall	1890 to 1899
John Ruggles Slack	1899 to 1904
James Henry Manning	1904 to
Charles E. Burr	1915

223

## Robert C. Blackall

1890 to 1899

Born in Albany, New York, March, 13 1831, and had been actively connected with railroad work since 1850. He was a journeyman machinist in the Saratoga and Washington shops until 1853, machinist and gang foreman with the Hudson River Railroad until 1860, and successively advanced through other positions on the Delaware and Hudson or its constituents.

From 1870 to 1899 he was Superintendent of Motive Power and Machinery of the Delaware and Hudson. At the time of his death he was Consulting Mechanical Superintendent of the D. & H. Canal Company. Mr. Blackall, besides being a member of this Society, which he joined in June, 1894, was also a member of the American Railway Master Mechanics' Association, of which he had been President, and the New York Railroad Club, having been President of the latter for several years. Mr. Blackall died at his residence 68 Philip Street, Albany, August 31, 1903.

1890 Superintendent Motive Power and Machinery, Albany, NY.

1894 Superintendent of Machinery Oneonta shops.

1899 Air-Brake Instructor and Inspector.

224

# John Ruggles Slack

1899 to 1904

Born June 24, 1863. Educated at Columbia College, 1884, and at Stevens Institute of Technology. 1886. He entered railway service in 1886 as apprentice in shops of the New York Central & Hudson River Railroad, since which he has been, consecutively, to February, 1890 draftsman for the West Shore, at Frankfort. New York; February, 1890, to June, 1898. Inspector of locomotives and mechanical engineer of the New York Central & Hudson River Railroad; June, 1898 to July, 1899, mechanical engineer of the Central Railroad Company, of New Jersey; July, 1899, to January, 1902, assistant superintendent motive power of the Delaware & Hudson Company, and from January, 1902, to March 9, 1904, superintendent motive power, same company. On March 9, Mr. Slack was appointed assistant to general superintendent of the Delaware & Hudson Company. He was a member of both the Master Car Builders' and Master Mechanics' Associations, having joined the former in 1899 and the latter in 1900. Died in the Presbyterian Hospital, New York City, August 1, 1904.

225

# James Henry Manning

1904 to

Born February 2, 1862 Died April 14, 1920  
Superintendent Motive Power Delaware and Hudson Railroad, Educated in the public schools. Entered railway service 1876, since which he has been consecutively to 1883, machinist apprentice and machinist Union Pacific railway; 1883 to 1886, gang foreman; 1886 to 1890, general foreman; 1890 to 1898, master mechanic at Omaha, Nebraska; 1898 to May, 1901, master mechanic at Cheyenne, Wyoming; all with the Union Pacific railway and its successor, the Union Pacific railroad, with the exception of four months, when he was master mechanic Union Stock Yards company at Omaha, Nebraska, and three months in 1879 as air brake inspector Central Pacific railroad; May, 1901, to March, 1903, engaged in foundry business; March 1903, to March, 1904, assistant superintendent rolling stock Canadian Pacific railway; March, 1904, to date, superintendent motive Delaware and Hudson railroad. Superintendent of motive power, Delaware & Hudson Co., died in Albany, N. Y., on April 14, 1920. Mr. Manning was born in Cairo, Ill., on February 2, 1862. He entered the employ of the Union Pacific Railway in 1876 as a machinist's apprentice and was with that road until 1901, when he resigned from his position as division master mechanic to become associated with the Standard Pneumatic Tool Co., San Francisco, Cal. A few years previous to this change, Mr. Manning had invented a piston air drill which received considerable attention throughout the mechanical world. Later he was with the Featherstone Manufacturing Co., Chicago. In 1903 he returned to railroading, becoming assistant superintendent of motive power of the Canadian Pacific Railway, at Winnipeg, Manitoba, and having under his jurisdiction the territory between Winnipeg Manitoba, and the Pacific Coast. The following year he was appointed superintendent of motive power of the Delaware & Hudson Co. Mr. Manning became a member of the American Society of Mechanical Engineers in 1917. He was the first president of the Rocky Mountain Railway Club, which was organized in Denver Colorado, in 1900.

226

# C. E. McKim

to 1912

General superintendent of transportation of the Delaware  
& Hudson at Albany, N. Y.,

227

# Charles E. Burr

1912

Residence, Anthracite Hotel, Carbondale, PA

1914 C. E. Burr, acting general superintendent of transportation of the Delaware & Hudson at Albany, N. Y., has been appointed general superintendent of transportation, with office at Albany, succeeding C. E. McKim, assigned to other duties. C. A. Morgan, acting superintendent of the Pennsylvania division at Carbondale, Pa., has been appointed superintendent of that division. Jesse J. Rounds, assistant trainmaster at Carbondale, has been appointed trainmaster, with office at Carbondale, and E. G. Knapp succeeds Mr. Rounds. J. T. Loree, assistant trainmaster at Carbondale, has been Appointed trainmaster, with office at Oneonta, N. Y., succeeding D. H. Kelly, who becomes coal storage and transfer agent, with office at Albany, succeeding H. W. Harrison, resigned, and M. W. Sullivan has been appointed assistant trainmaster, with office at Oneonta, succeeding W. H. Bell, assigned to other duties. (Railway Age)

228

# George S. Edmonds

1905 to 1949

Born, March 19, 1873, Glen Cove, NY  
Master Mechanic Delaware & Hudson Rd. Office  
Oneonta, N. Y.

Graduated from Cornell University 1895 with  
degree of M. E. Entered railway service 1895,  
since which he has been consecutively to  
1897, inspector in machine shops New York  
Central & Hudson River Rd; 1897 to 1900, in  
drawing room same road; 1900 to Dec. 1905,  
mechanical engineer, and Dec. 1905, master  
mechanic Delaware & Hudson , Oneonta, N. Y.

July 29, 1949

The resignation of George S. Edmonds,  
superintendent of motive power. (New York  
Times)

229

## SUPERINTENDENT CAR DEPARTMENT

230

# John E. Roberts

1914 to 19??

Born, September 23, 1879 Bainbridge, NY.

1914 J. E. Roberts has been appointed  
superintendent of car service of the Delaware &  
Hudson, with office at Albany, NY. (Railway Age)

231

## GENERAL AGENT and SUPERINTENDENT

Maurice Wurts	1825 to 1828
Major Lorenzo Augustus Sykes	1856 to 1866
Charles D. Hammond	1878 to 1903

232



# Maurice Wurts

1825 to 1828



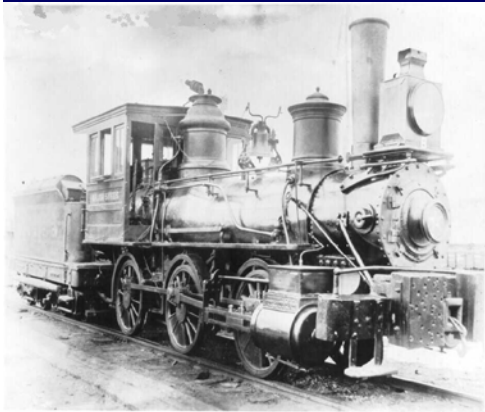
b. 1783 in Flanders, NJ d. 12-29-1854

*Maurice Wurts*  
Scribbled

234

# Major Lorenzo Augustus Sykes

1856 to 1866



D&HCCo Gravity locomotive #1 Major Sykes

b. 1805 d. 1878

Married: Eliza Ann Wurts b. 1802 d. 1881, daughter of George & Abigail Petit Wurts, D&HCCo attorney daughter: Caroline Augusta Sykes b. 1835 married: Robert Henry Atwater 1859 D&HCCo Paymaster.

1828 Assistant engineer Morris Canal

Member F&AM Phoenix Lodge #2, New York 1854

1867 Director Kingston and Rondout Railroad

1868 Founding Trustee Rondout Savings Bank



D&HCCo "Major Sykes" before rebuild

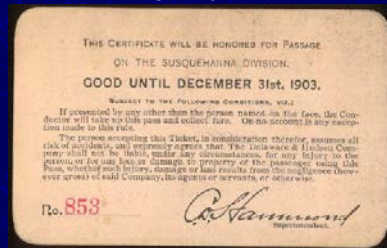
235

# Charles Darius Hammond

1878 to 1903



1878 Pass Signed by C. D. Hammond



1903 Pass signed by C. D. Hammond



Ironweed House  
1511 New Scotland Road, Slingerlands, Bethlehem, NY

For many years the very ornate Victorian home of Garrett V. Dillenback on New Scotland Avenue was in need of restoration. Being both a bit dilapidated and intriguing served it well. After combing the Albany area for the perfect property to suit the rather bleak but dramatic setting for a film version of William Kennedy's novel, Ironweed, movie producers chose the Dillenback home. Long before its national debut on film the home's showy appearance made it stand out from the time it was built in 1876 for Charles D. Hammond, superintendent of the Delaware and Hudson Railway. Unusual for its day, the house had a piped water supply and furnace. The stairs on the second floor led to a generous attic which in turn led to the tower and bedroom for the housemaid.

Mr. Hammond had a very special task to perform in history. When President McKinley was shot and took a turn for the worst, Vice-President Teddy Roosevelt was camping in the Adirondacks. Mr. Hammond was charged with going by train to hand deliver the telegram that announced McKinley's death to the Vice-President.

236

The house, now blue with white trim, has been renovated and is owned by Eileen and Marc Tryon.

Charles D. Hammond, the present superintendent of the Northern department of the Delaware and Hudson Canal Company's railroad. His ancestors came from England to this country at an early date and settled in Massachusetts. His grand-father afterward moved to Rushford, Allegany county, N. Y., where he was born on the 1st of March, 1844. He is a son of the Rev. S. Y. Hammond, a member of the Genesee Conference of the Methodist Episcopal church, who for half a century faithfully discharged the regular duties of a pastor in different parts of this state, and who is now, at the age of eighty-one, rounding a life of consecration to the cause of his Divine Master in the noblest of all professions, calmly and hopefully awaiting that Master's summons to a blessed immortality. The maiden name of his mother was Martha Adams, a devoted Christian lady, who departed this life in 1863.

Charles D. Hammond, the subject of this sketch, is of the fifth generation in a direct line from the original settlers of that name in this country. The earliest years of his life were spent in Western New York, under the parental roof, and in attending the district schools in places where his father officiated as an itinerant preacher. His father, who was noted for his high Christian character, and his eloquence and fervency in the pulpit, took the greatest pains to direct and lead him in the pleasant paths of human and Divine knowledge. Besides the rudimental instruction he enjoyed in the common schools and in his father's house he received his principal education at the Friendship academy, N. Y. There young Hammond made an excellent record as a diligent and faithful pupil, earnestly endeavoring to lay the foundation of a sound, practical, educational superstructure. Leaving the academy at the age of seventeen, he deemed it his duty to engage forthwith in some useful occupation that might at the same time be somewhat remunerative to him in beginning life's struggles. Being naturally fond of the science of telegraphy he, accordingly, sought and obtained a place as an operator on the western end of the old Erie railroad, where he was not long in acquiring a thorough knowledge of a business so congenial to him, and a remarkable energy in dispatching the work belonging to the office. In this capacity he continued until the beginning of 1864, when, at the age of twenty, he enlisted in the army, in the service of which he remained till the close of the civil conflict. Soon after his connection with the army his superior qualifications as a telegraph operator became more widely known, and the government desiring his services in this line he was detailed from the ranks and appointed an operator. He now devoted his whole time with promptitude, alacrity and success to the duties assigned him. At the close of the war he returned with renewed energy and enlarged experience to his telegraphic work on the Erie road at Susquehanna, Pa. There he remained seven years in constant employment, becoming manager of the general office in 1867. Leaving Susquehanna in 1873 he accepted a position as train dispatcher on the New York, Oswego and Midland railroad. He now acquired a still more profound knowledge of the practical workings of the railroad system and the important and incessant duties connected with it. This experience was subsequently to be of great use to him in occupying wider fields of usefulness in the same direction.

Continuing on the Oswego Midland road about a year and a half as assistant superintendent, he was appointed in 1874 train dispatcher of the Saratoga division of the Delaware and Hudson Canal Company's railroad, with headquarters in Troy. He held this position until March, 1875, when he was made superintendent of the Susquehanna railroad division, his office being first established at Oneonta and after-ward removed to Albany. For ten years we now find him attending to his daily official business with a diligence, fidelity and success which elicited no little praise among railroad men as well as the traveling public.

In 1885 Mr. Hammond was chosen superintendent of the entire Northern department of the district, including the division previously under his care. This highly responsible post he has filled for five years with great acceptableness to the company and much credit to himself. While Albany is his official residence he has a pleasant private home at Slingerlands.

Mr. Hammond has always made excellent use of all the opportunities afforded him in the course of a life now in its very prime. From a youthful telegraph operator he has gradually risen to his present ample field of labors by the cultivation and exhibition of those qualities which distinguish our most useful and successful citizens - "Justice, truth and probity of mind," untiring perseverance, rare executive ability, and a careful watch over public trusts.

Mr. Hammond has also shown a sincere regard for all matters of a religious, moral and benevolent nature, his influence being especially felt in the affairs of the large religious denomination of which - like his venerable father - he is a working, honored, benevolent member, contributing largely of his own means toward its success. He is deservedly held in high estimation by his church and has been frequently chosen as a representative in its public deliberations. In 1884 he was a delegate to the general M. E. conference in Philadelphia, and again in 1888, to the general conference in New York city.

He is a trustee and second vice-president of the Round Lake association, and a trustee of Poutney academy. With a tall, well-proportioned, impressive figure, a face beaming with intelligence and benevolence, manners quiet and unassuming, a somewhat ministerial bearing inherited from his father - he is one who, in all the activities of his life, rejoices to enlarge the sphere of his benevolence - to elevate and purify the standards of business, religion and morality.

In 1866, Mr. Hammond married Miss Eleonora Babcock, of Friendship, N. Y., daughter of Dr. Brayton Babcock, one of the most eminent physicians in that part of the state, a young lady whose acquaintance he made while pursuing his academic study at that place. They have no children.

# RONDOUT DEPARTMENT SUPERINTENDENT

A.H. Vandling	1873
A. Osterhoudt	1874
S. S. Smith	1890

238

## S. S. Smith

1890

### *A JOKE ON THE SUPERINTENDENT.*

RONDOUT, N. Y., Aug. 2.—When S. S. Smith, the Superintendent of the Delaware and Hudson Canal departments at Rondout and Weehawken, entered the company's office here on Thursday morning he was not in very good humor, probably on account of the strike which exists on the coal docks. His first words were "Is there anybody on a vacation?" This brought no response from the men employed in the office save the errand boy, who piped out in a squeaky voice, "Nobody but the coal shovelers." No one dared smile, but it is believed the boy has ruined his chances of being President of the company.

August 3, 1890 New York Times

239

# SUPERINTENDENT TELEGRAPH

Joel Wakeman Burdick  
Charles Peterson

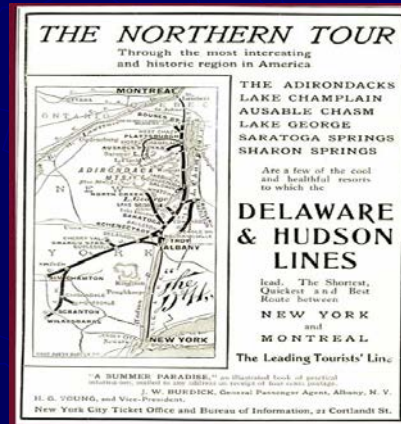
1890  
1890

240

## Joel Wakeman Burdick

1890

1890 Superintendent Telegraph, Albany, NY.



Tourism poster with J.W. Burdick listed as General Passenger Agent

241

# Charles Petersen

1890

Born ? Died February 18, 1895  
1890 Superintendent Telegraph, Honesdale, PA

242

# W. T. Crowley

19?? To 1906

Mr. T. W. Crowley, superintendent of telegraph of the Delaware and Hudson Company, Albany, N. Y., has resigned his position and will return to the Erie road, from which he came with A. J. Stone when he became general superintendent of the road.

243

# Watson DuBois

18??

Former Chief of Telegraph Delaware & Hudson Company, dies at Plattsburgh, NY March 1902

244

# Arthur H. Rice

Signal engineer Delaware & Hudson Co. Office Albany, N.Y. Born Nov. 18, 1873, at Castleton, Vt. Educated in the Castleton State Normal School. Entered railway service Sept. 1, 1894, as signal inspector with the Delaware & Hudson Co., since which he has been consecutively May 1, 1905, to Aug. 1, 1911, supervisor same road; Aug., 1911, to date, signal engineer same road. (1915 Builders of Our Nation)

July 20, 1951

ALBANY, July 19 Arthur H. Rice, former signal engineer and superintendent of telegraphy on the Delaware Hudson Railroad, died yesterday at his home. .

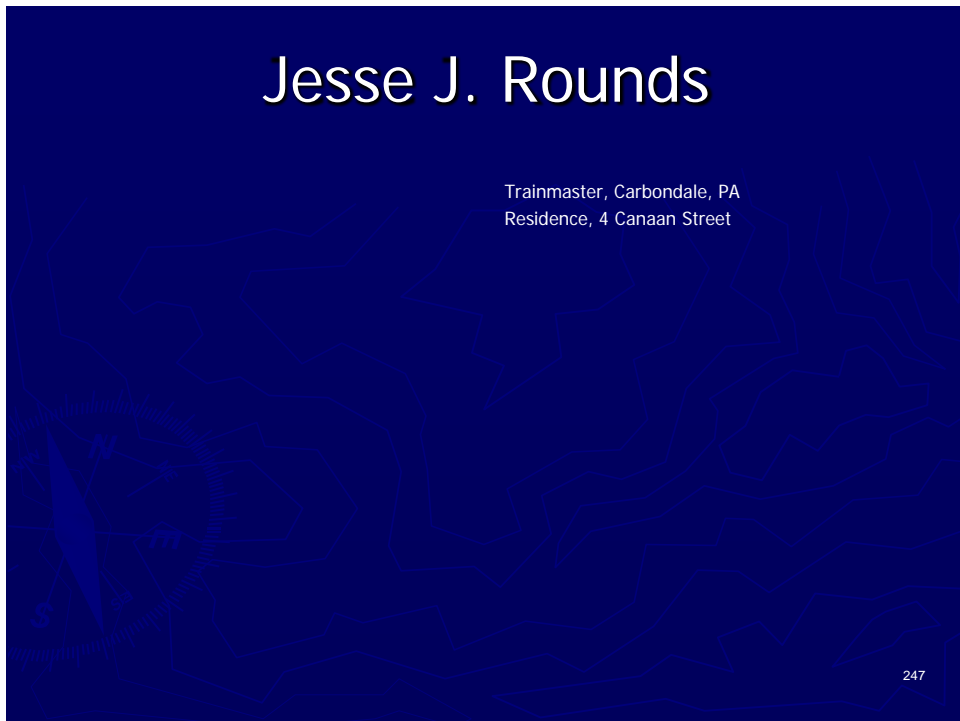
245

# TRAINMASTER



## Jesse J. Rounds

Trainmaster, Carbondale, PA  
Residence, 4 Canaan Street





# J. H. Rosenstock

Trainmaster, Carbondale, PA

248

# L. F. Bochman

1901 to 19??

L. F. Bochman has been appointed road foreman of engines on the Delaware & Hudson, with headquarters at Carbondale, PA.  
(Railway and Locomotive Engineer)

249

# H. M. Gargan

1914 to 19??

H. M. Gargan has been appointed trainmaster of the Susquehanna division of the Delaware & Hudson, succeeding M. W. Sullivan, promoted. (Railway Age)

250

# L. A. Crounse

1914 to 19??

L. A. Crounse succeeds Mr. M. F. Leamy as Trainmaster at Albany. (Railway Age)

251

# William Wilson Conaughty

1903 to 1910

Trainmaster Delaware & Hudson Rd. Office  
Plattsburg, N. Y.

Born December 7, 1859, at Cohoes, N. Y.

Graduated from Albany, N. Y., high school, 1877.

Entered railway service 1881, as brakeman

Delaware & Hudson Co., since which he has been

consecutively conductor and traveling passenger

agent same company; Sept. 15. 1895, to Jan. 1,

1903, general superintendent Chateaugay Rd; Jan.

1, 1903, trainmaster Delaware & Hudson

Rd at Plattsburg, N. Y.

252

# J. H. Galivan

1910 to 19??

J. H. Galivan has been appointed trainmaster of  
the Saratoga division of the Delaware & Hudson,  
with office at Albany, N. Y., succeeding W. W.  
Conaughty, assigned to other duties.

253

# W. H. Davidson

1931 to 19??

Trainmaster Champlain Division, Plattsburgh, NY  
(Railway World)

254

## SALES AGENT

Thomas F. Torrey

James C. Hartt 1866

Joseph J. Albright 1869

Rodman G. Moulton 1873

255

# Henry Watts

1848 to 1888

Born 1824 Died 1888  
Coal Sales Agent of the Delaware & Hudson Canal  
Co. Carbondale, PA.

256

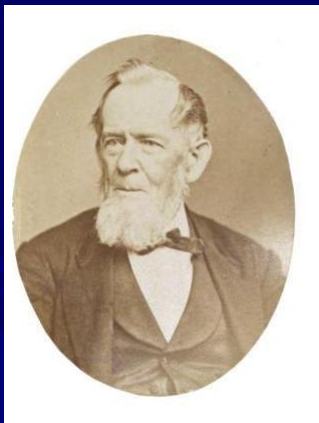
# Alfred Wright

1836

Agent of the Delaware & Hudson Canal Co. No.  
30, South Water Street, Providence, 1st Jan. 1836

257

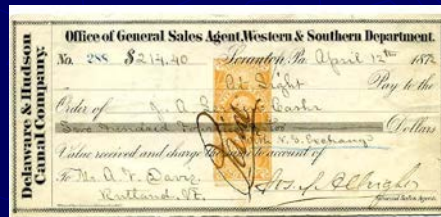
# Joseph Jacob Albright



*Joseph J. Albright*

Born Sept. 23rd, 1810; d. Jan. 12th, 1888 Iron manufacturer and coal agent of the D. & H. Canal Co., D. L. & W., and President of the First National Bank of Scranton.

Married: 1838 Elizabeth Sellers (b. January, 1811; d. Jan. 21st, 1890) of Salt Marsh, Montgomery Co., Pa



Check written by Joseph J. Albright in 1872

258

# Joseph Jacob Albright (cont)

Daughter:

Hannah Maria Albright, (b. Aug. 3rd, 1841, at Ashland Furnace, Lehigh County, Pa.) married Jan. 25th, 1865, at Scranton, Captain James Archbald, born, Feb. 13th, 1838, at Sand Lake, N. Y., Son of James Archbald Superintendent D&HCCo.

259

# Thomas Fuller Torrey



Thomas F. Torrey, general sales agent of the Delaware and Hudson Company, New York, died Tuesday of pneumonia at the Hotel Grosvenor. He had been connected with the Delaware and Hudson Company for twenty-seven years. Mr. Torrey leaves a widow, the daughter of Thomas Dickson, formerly President of the Delaware and Hudson Company, and one son, Thomas Dickson Torrey of Boston.

May 18, 1905 New York Times

Born in Honesdale, Pennsylvania, October 28, 1844, Thomas Fuller Torrey was a son of the late Honorable John Torrey, of that place. He attended the schools of his native town, and finished his education at Flushing, Long Island, and Williamstown, Massachusetts. On February 17, 1869, he was married in Scranton to Sophia R. Dickson, eldest daughter of the late Thomas Dickson, then President of the Delaware & Hudson Canal Company. In 1871, he became interested in the drug business in Chicago. The great fire of that year entirely destroyed his business, and he lost everything. Not discouraged, however, he returned again to Chicago and entered into the same line of business, forming the firm of Bliss & Torrey. After conducting this business for some years, he retired from the firm owing to the ill health of his wife, and with his family took up a temporary residence at Colorado Springs. Returning to Scranton in 1878, he accepted a position with the Delaware & Hudson Canal Company, now known as the Delaware & Hudson Company, as assistant sales agent to Joseph J. Albright, general sales agent of the company for the Southern and Western markets. Mr. Torrey continued in this position until 1887, when he succeeded Mr. Albright as general sales agent, and had two offices, one in Scranton, for the Western and Southern trade, and the other in New York, for the city and Eastern business. In 1892, Mr. Torrey consolidated the offices by closing the Scranton office and succeeded J. C. Hart, of the New York City department, thereby becoming general sales agent of the company, which position he held up to the time of his death. Mr. Torrey was elected one of the Directors of The First National Bank of Scranton, January 12, 1892, and at every subsequent election to the time of his death. In 1899, he was made a member of the Board of Trustees of the Hahnemann Hospital, of New York City. He was also a member of the Lawyers' Club, of New York City. His death occurred at his home in New York, May 16, 1905, after a short illness. A supposedly slight indisposition developed into pneumonia, when he passed suddenly away, leaving a widow and one son, Thomas Dickson Torrey, a resident of Boston, Massachusetts.

260

## Thomas F. Torrey (cont.)

DELAWARE & HUDSON CANAL CO.  
Office of General Sales Agent, Western and Southern Department  
SCRANTON, PA., Aug 21, 1898

Willis Compton Payne & Co.  
Rockland, N.Y.

DEAR SIR: The following prices will be charged for  
DELAWARE & HUDSON COAL, delivered on cars at  
mines, with freight prepaid to Rockland, N.Y.  
for *the present* per ton of  
2,240 lbs.

LUMP	.....	\$	4.25
GRATE	.....	\$	4.25
STOVE	.....	\$	4.25
SCREENED	.....	\$	4.25
FEA	.....	\$	4.25

200 These Prices are Subject to Change Without Notice.

THOS. F. TORREY,  
GENERAL SALES AGENT,  
SCRANTON, PA.

SEE OTHER SIDE.

T. F. TORREY, General Sales Agent, SCRANTON, PA.  
D. & H. C. Co., CARBONDALE, PA., Oct 28, 1898

*William & Sons*  
*Shadow Vts*

WE SHIPPED TO CARBONDALE, PA., COAL TO THE FOLLOWING:

Car No.	Tons	Net	Gr. Wt.
5593	11.04	11.04	11.04

Please do not let this car come through as the car already on the way for all the Coal we can use just now.

M. L. FINE,  
SHIPPING AGENT.

October 28, 1898 coal receipt from T.F. Torrey

261

# R. K. Mackey

1873

1898 Assistant General Sales Manager with 25 years service.

262

# H. J. Conger

1887

Shipping Agent Railroad Department, Honesdale, PA.

H. J. Conger, Shipping Agent  
RAILROAD DEPARTMENT.  
Office of Del. & Hed. Canal Co.  
Honesdale, Pa., 11/8, 1887.

We shipped you, this day, via  
Erie Railway, \_\_\_\_\_ cars of Coal.

CAR NO.	TONS.	CWT.	REMARKS.
3804	13	16	store

Whitney  
for. Cgt.

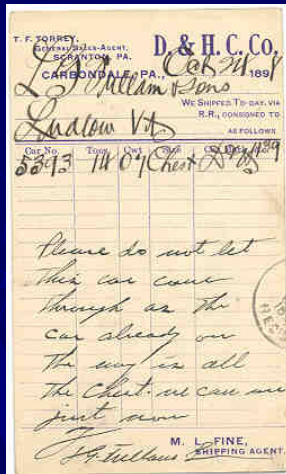
November 8, 1887 shipping post card

263



# Martin L. Fine

1891 to 1908



Born, February 26, 1851, Hunterdon County, NJ  
Died August 1, 1908  
Married, 1873 Limella Chambers  
Shipping Agent Carbondale, PA.

Father of Andrew Mellick Fine

264

# John George Eisele

18??



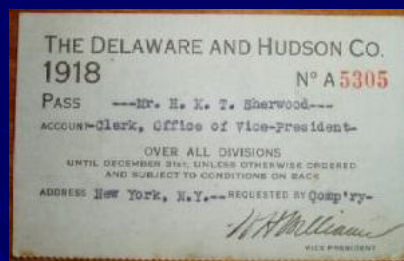
Born July 28, 1855, New York City  
Educated, New York and Scranton common schools  
Married, Anna Orss, June 25, 1897  
General Coal Agent

265

# PURCHASE AGENT

266

## Horace K.T. Sherwood



HKT Sherwood, recently appointed purchasing agent of the Delaware & Hudson, with headquarters at Albany, NY, was born at Glen Cove, NY, on August 19, 1887.

1930 Industrial Agent of the Delaware & Hudson Railroad Corporation.

267

# Harry Carlisle Young

Feb 15, 1944

**DELAWARE A HUDSON PURCHASING AGENT DIES AT HOSPITAL** Harry C. Young, purchasing agent for the Delaware Hudson Railroad, died yesterday in St. Peter's Hospital, Albany, where he had been taken following a heart attack Wednesday. Born Aug 28, 1880, in Guilderland, Mr. Young began his career with the Delaware Hudson in 1901 as junior clerk. He moved up through the ranks, becoming chief clerk to the purchasing agent in 1929 and succeeding HKT Sherwood in the latter position ten years later. He was a descendant of Eneiga Jeremiah and a cousin of the late John Young, governor of New York State from 1847 to 1849. He leaves his wife, the former Jane Lewis whom he married in 1910; a daughter, Mrs. Paul E. Kirwin, Albany; a brother, Sgt. Ardean E. Young of Sherborne; a sister, Mrs. Peter N.A. Kline and two grandchildren, Paul Kirwin, Jr. and Joan Marie Kirwin. Funeral services will be held Thursday from the residence, 912 Park Avenue, Albany, and from St. Vincent de Paul's Church. (New York Times)

268

# Alexander F. Cummings

Assistant Purchasing Agent

269

# INDUSTRIAL AGENT

270

## Harry Benjamin Weatherwax

WEATHERWAX, Harry Benjamin, The Plaza; res.,  
407 State St., Albany, N. Y.

Vice-president: b. Van Etten, N. Y., Feb. 10. 1881; B. Benjamin Ford and Amanda (Keller) Weatherwax; ed. public and high schools. State Normal School, Cortland, N. Y., and Wyoming Seminary, Kingston, Pa.; in. Easton, Md., April 27. 1900. Isabel Bryden Law; children: Harry Law, Margaret Bryden. Former industrial agent of Delaware & Hudson Co.; was one of first officials in U. S. to inaugurate a campaign for increased street car fares; v.-pres., dir. and gen. mgr. Schenectady Ry. Co.; v.-pres. and dir. United Traction Co., Hudson Valley Railway Co., Troy & New England Railway Co., Plattsburgh Traction Co., Champlain Transportation Co., Lake George Steamboat Co., Bluff Point Land Improvement Co., Fort William Henry Hotel Co., The No. New York Device Co., Chateaugay Ore & Iron Co. Member Liberty Loan and various War Relief committees; was first railway official to organize trolley parades with street cars as patriotic floats for advertising loans. Ex- president New York Electric Ry. Assn.; member Am. Electric Ry. Assn. American Iron & Steel Institute, National Hotel Men's Assn.; member National Geographic Society, Albany Society of New York City, Academy of Political Science, Lake Champlain Assn., Albany Burns Club. Mason: Elk. Recreations: Golf, motoring. Clubs: Fort Orange, Albany, Albany Country, Mohawk. Mohawk Golf, McGregor Links, Glens Falls Country, Traffic, Hail- road, Unconditional Republican; City (New York).

271

# William J. Mullen

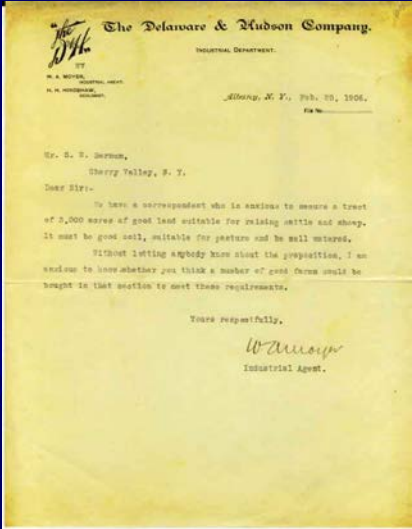
Was born April 28, 1863, at Milton, Pa. He was educated at White Hall school, Cumberland county, Pa., 1872-1878, and at Milton academy, Milton, Pa., 1879-1881. Entered railway service in 1882 as telegraph operator at Pennsylvania railroad, since which he has been consecutively, April 1, 1882, to November 1, 1883, extra agent of Eastern and Susquehanna divisions of the Philadelphia and Reading railroad and Northern Central railroad of Pennsylvania railroad system; November 1, 1883, to November 6, 1889, agent of Pennsylvania railroad at Selinsgrove Junction, Pa.; November 6, 1889, to July 20, 1893, agent at Montgomery, Pa.; July 20, 1893, to July 1, 1897, agent of same road at Milton, Pa.; July 1, 1897, to September 1, 1903, agent of Union line and district agent of Pennsylvania railroad at Scranton, Pa.; September 1, 1903, to January 1, 1904, southern and western agent of Delaware and Hudson company at Philadelphia, Pa.; January 1, 1904, to February 1, 1905, industrial agent of the same company at Albany, N.Y.; February 1, 1905, to March 1, 1907, assistant to second vice president of same company in charge of coal traffic; March 1, 1907, general traffic manager.

272

# Walter A. Moyer

1906

1906 Industrial Agent, Albany, NY.



273

# Ira H. Shoemaker

1908 to 1915



Cassier's Magazine May - October 1908

1908 Industrial Agent, Albany, NY.  
1915 Resigned (Railway World)

274

## GENERAL FREIGHT AGENT

Dudley Farlin 1875 to 1891  
James Colhoun 1892 to  
Paul Wadsworth 1902 to 1903

275

# Mark R. Spelman

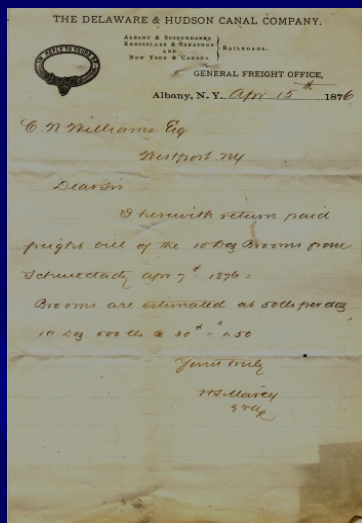
1871 to 1875

Born Rochester, N. Y., February 5, 1846.  
Entered railway service June 1861 to June 1865. telegraph operator Cleveland & Toledo RR; June 1865 to August 1868 station agent Albany & Susquehanna RR August 1868 to February 1875, freight agent Delaware & Hudson Canal Cos RRs, Albany, N. Y.; January 1878 to February 1879, master of trains Indianapolis, Decatur & Springfield Rwy, March 1879 to September 1880 general freight and passenger agent New Orleans Pacific RR September 1881 to September 1882, commercial agent Texas & Pacific Rwy. September 1882, superintendent Mississippi, Terre aux Boeufs & Lake RR. Office New Orleans, La.

276

# Henry S. Marcy

1871 to 1875



General Freight Agent Delaware & Hudson Canal Co. Office Albany, N. Y. Born January 88, 1837, Hartland, Vt. Entered railway service April 1, 1858 to October 1, 1861, master of transportation Sullivan RR. October 1, 1861 to May 1863, superintendent's clerk Rutland & Burlington RR. May 1863 to July 1864, master of transportation, and July 1864 to November 1865, acting superintendent same road, November 1865 to May 1871, general freight agent Rensselaer & Saratoga RR. May 1871, general freight agent Delaware & Hudson Canal Co.

277

# Ralph W. Roundy

1874 to 1885

*General Freight and Traffic Manager Cooperstown & Charlotte Valley Rd. Office Cooperstown, N. Y.*

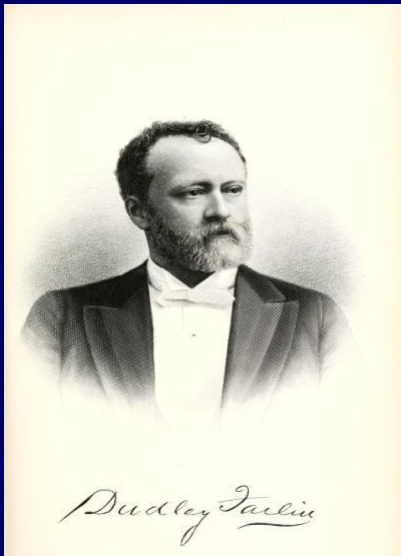
Born Aug. 24, 1844, at Bartonsville, V.T.

Entered railway service 1860, since which he has been consecutively water boy gravel train Rutland & Burlington Rd ; 1866 to 1868, freight shipper Albany & Susquehanna Rd ; 1868 to 1870, agent Schoharie Valley Rd ; 1870 to 1874, station agent Delaware & Hudson Canal Co. ; 1874 to 1885, agent Delaware & Hudson Canal Co. and general freight agent Cooperstown & Charlotte Valley Rd ; 1885, general freight and traffic manager Cooperstown & Charlotte Valley Rd.

278

# Dudley Farlin

1875



He was born on the 20th of December, 1835, in the town of Warrensburgh, Warren county, N. Y. In that rural healthful, romantic region he passed his earliest days under the watchful care of affectionate parents. He is a son of Myron B. Farlin and Harriet W. Farlin

In 1875 his connection with the Delaware and Hudson Canal Company's railroad began. He served at first as assistant general freight agent, but his rare business qualities soon caused his elevation to the position which he now holds, not of " necessity but of a willing mind " for his supreme love of business activities. To him an inactive life would be like a lingering death.

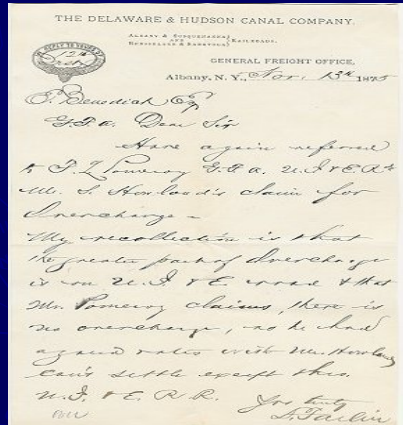
Mr. Farlin is truly an indefatigable worker, and spends most of his time in his office in the Delaware and Hudson railroad building, faithfully discharging his duties as the head of the freight department - duties which are of large extent and often of an intricate nature. He makes all the contracts of the company, not only for the state of New York, but throughout the United States. The responsibility of such a position, as any one must see at a glance, is very great, and demands the utmost vigilance and closest thought. But all his daily office labors are performed with an ease, regularity and thoroughness that must surprise any one who is in the least acquainted with the nature and extent of the work. Nothing is done in connection with freight for the Delaware and Hudson railroad without his knowledge and consent.

279



# Dudley Farlin (cont.)

1875



1875 Letter written by D. Farlin

Dudley Farlin, the popular Freight Agent of the Delaware and Hudson Canal Company's railroads, returned from Europe on Monday, July 21, 1889 (New York Times)

280

# James Colhoun

1892 to

Born Feb. 25, 1851, at Londonderry, Ireland. Entered railway service Jan. 24, 1876, since which he has been consecutively Jan. 1876 to 1878, clerk ; 1878 to Oct. 1883, chief clerk general freight department; Oct. 1883 to April 1887, division general freight agent; April 1887 to Feb. 1888, general freight agent, all on the Philadelphia & Reading Rd; May 1888 to May 1889, assistant general freight agent Philadelphia division Baltimore & Ohio Rd ; May 1889 to May 15, 1891, general freight agent Jacksonville Tampa & Key West Rd ; May 1, 1891, general freight agent Delaware & Hudson Rd.

281

# Paul Wadsworth

1902 to 1903

Form 100 4-20-00 2000

**Delaware & Hudson Canal Co.,**  
 Northern N. Y. Dept. - Cayuga Division,  
 FREIGHT OFFICE, FOOT OF CHURCH ST.,  
 ALBANY, N. Y. *Dec 13 1882*

The following consignment to your address is now  
 ready for delivery, and will be put in store at your risk  
 and expense, if not removed within twenty-four hours  
 from above date, this Company being no longer liable  
 as carriers.

Station from.	Car.	Charges.
<i>Buff.</i>	<i>3488</i>	<i>1.80</i>

Description of Property.  
*1 Steam Boat*

Charges must be paid at this office before removal  
 of property.  
 Yours Respectfully,  
 P. WADSWORTH, Agent.

Born June 12, 1854, at Auburn, N. Y. He received an academic education. Entered telegraph service 1869 with Atlantic & Pacific Telegraph Co.; entered railway service 1871 as operator Delaware & Hudson Canal Co., since which he has been consecutively two months operator, one month ticket agent and operator at Binghamton, N. Y., six months cashier in freight department and operator at Oneonta, N. Y., two years local freight agent, four years train dispatcher, 12 years local freight agent Delaware & Hudson Canal Co. and West Shore Rd. and line agent West Shore and Hoosac Tunnel lines at Albany, N. Y., and 1889 to March 1896, assistant general freight agent Delaware & Hudson Canal Co.; March 1896 to Feb. 1, 1905. general freight agent Delaware & Hudson Co.; Feb. 1, 1905, to date, freight traffic manager same system.

282

# Charles White Nash

Freight claim agent Delaware & Hudson Co. Office: Albany, N.Y. Born March 22, 1862, at Cuba, N.Y. Educated at the University of Pennsylvania. Entered railway service 1883, since which he has been consecutively to 1885, cashier Western New York & Pennsylvania Rd. at Rochester, N.Y.; 1885 to 1889, station agent same road; 1889 to 1890, station agent Erie Rd.; 1890 to 1891, special agent Delaware & Hudson Co.; 1891 to 1908, terminal agent same road and Boston & Maine RR. At Mechanicsville, N.Y.; 1908, freight claim agent Delaware & Hudson Co. at Albany, N.Y.

Dec 23, 1938

C. W. NASH OF ALBANY, EX-RAILWAY OFFICIAL;  
 Former Newspaper Man.

He also was with the Erie before coming to Albany in 1908 as an of the Delaware Hudson Railroad.

Mr. Nash retired in 1914 and became a freight traffic consultant. (New York Times)

283

# George Hurlbut Young

Was born in New York City, December 9, 1864. His father was Mason Young (Yale '60), from 1873 to 1884 a member of the Yale Corporation. Young prepared for college at St. Paul's and Andover. He was in the employ of the Jacksonville, Tampa and Key West Railroad at Jacksonville, Fla., after graduation until January, 1894. From January, 1894, until October, 1896, he was with the Delaware and Hudson Canal Company at Albany and Saratoga, N. Y., as Traveling Freight and Passenger Agent of the "Erie Dispatch" and the "Lackawanna Line." From 1896 to 1898 he was at Hard Times Landing, La., as buyer and manager of the large cotton plantations of John M. Gillespie, '87. In January, 1898, he removed to New York, where he was with the Mutual Life Insurance Company for three years. In November, 1901, he resumed his connection with Gillespie's plantation. For some years prior to 1908 he was in partnership with Gillespie in a cotton-broking firm at 818 Union Street, New Orleans. Whether he has continued the business since the death of his partner is not known. He was married February 15, 1890, to Mary Lang, daughter of Capt. William M. Gamble, U. S. N., of Morristown, N. J. They have one child: Edward Gamble, born July 12, 1891.

284

# Harvey Clark McCullough

1902 to 19??

McCullough, Harvey Clark, General Eastern Freight Agent Delaware & Hudson Co. Office Albany, N. Y. Born Aug. 26, 1874, at Chazy, N. Y. Educated at Burr & Burton Seminary at Manchester, Vt., Sept. 1889 to June 16, 1902. Entered railway service 1895 as acting Canadian freight agent Delaware & Hudson Co. at Montreal, Canada, since which he has been consecutively Jan. 1, 1897, to Jan. 1, 1901, Canadian freight agent at Montreal; Jan. 1, 1901, to Sept. 1 1903. general southern freight agent at Philadelphia, Pa.; Sept. 1, 1902, general eastern freight agent; entire service with the Delaware & Hudson Co.

285

# Casper F. Beck

to 1950

September 1, 1950

Casper F. Beck, general Eastern freight agent of the Delaware Hudson Railroad, will retire after fifty-eight years with the railroad. He will be succeeded by James M. O'Donnell, assistant general Eastern freight agent. The D&H also announced that, effective tomorrow, C. H. House superintendent of transportation, succeeding Harry F. Burch, retired. (New York Times)

286

# John J. Coyle

1914 to 19??

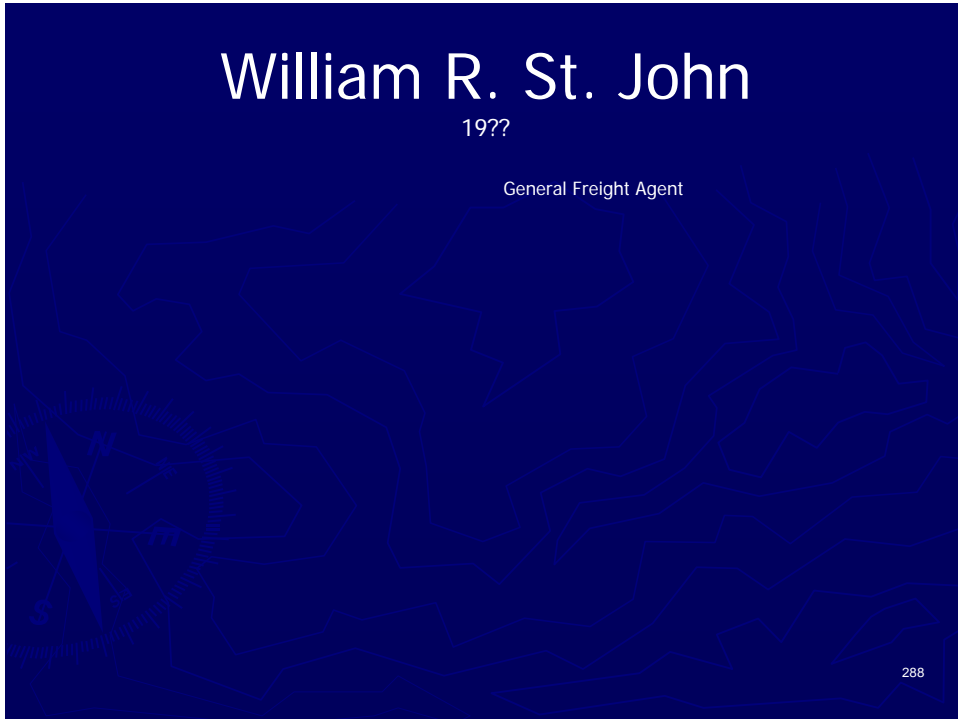
John J. Coyle, general western freight agent, Delaware & Hudson Railroad. Headquarters, Albany. (Railway World)

287

# William R. St. John

19??

General Freight Agent

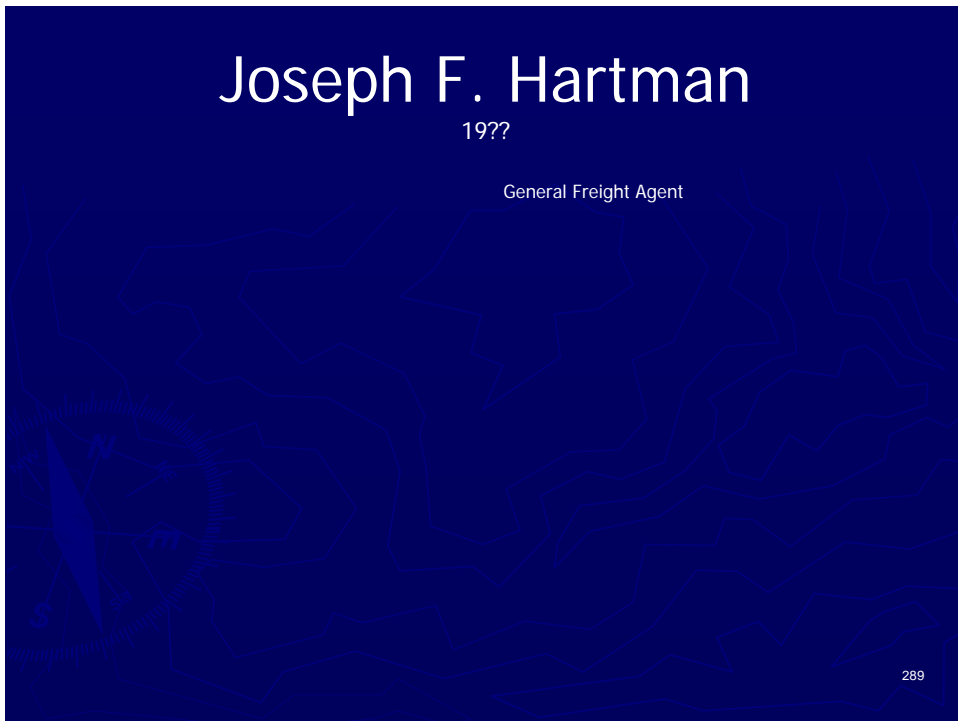


288

# Joseph F. Hartman

19??

General Freight Agent

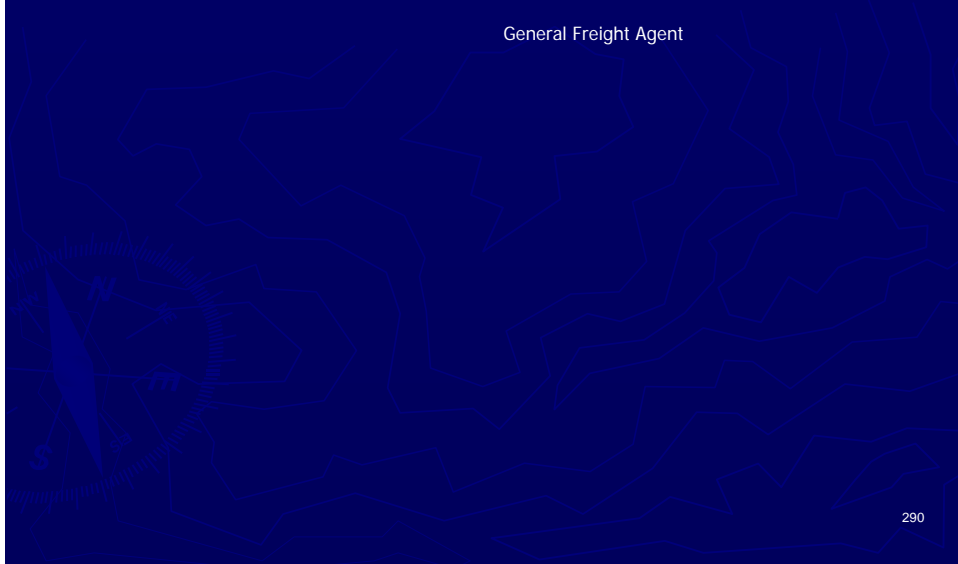


289

# Christopher S. Hallenbeck

19??

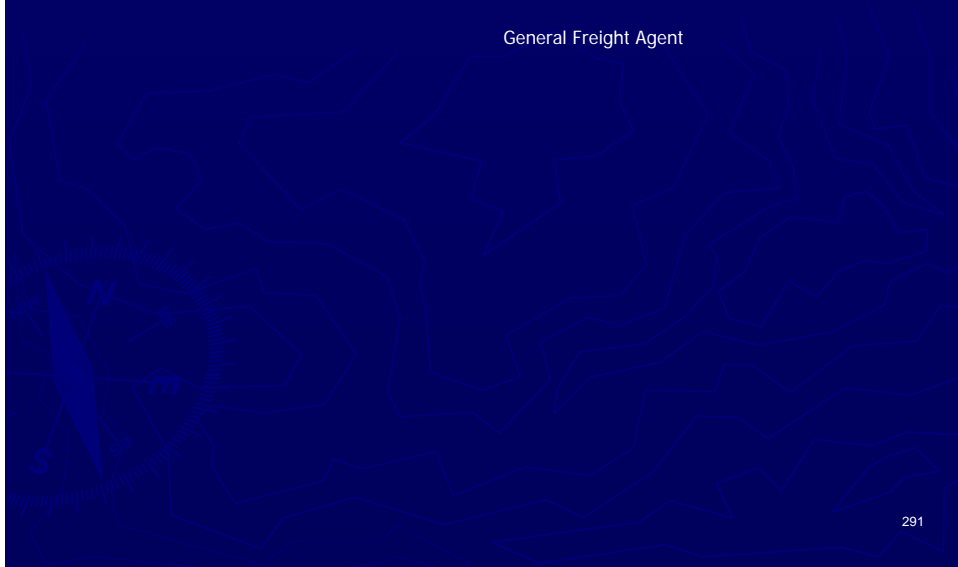
General Freight Agent



# F. Neil Hiller

19??

General Freight Agent



# C. S. Thompson

19??

Assistant General Freight Agent

292

# Joseph Deuel

1904

Commercial Freight Agent Delaware & Hudson Rd. Office Buffalo, N. Y. Born Feb. 4, 1847, at Hamburg, Erie County, N. Y. Educated in the public schools. Entered railway service July 21, 1865, since which he has been consecutively to Nov. 1866, tallyman New York Central Rd at Buffalo, N. Y.; Nov. 1866 to March 13, 1867, tallyman Buffalo & Erie Rd at Dunkirk, N. Y.; March 13 to Sept. 20, 1867, clerk New York Central Rd at Buffalo; Sept. 20, 1867, to Jan. 1868, messenger Merchants' Union Express Co. on Oswego & Syracuse Rd between Syracuse and Oswego; Jan. to April 1868, with same company on route Buffalo to New York; April 1868 to Oct. 5, 1870, clerk New York Central Rd at Buffalo; Oct. 5, 1870, to June 24, 1872, clerk Buffalo & Washington Rd; June 24 to Dec. 1, 1872, superintendent telegraph, and Dec. 1, 1872, to Oct. 1875, local freight agent same road at Buffalo, N. Y.; Oct. 1875 to 1878, agent Buffalo & Jamestown Rd at Buffalo; 1878 to Aug. 1880, general freight agent same road, reorganized as Buffalo & Southwestern Rd; Aug. 1880, when the Buffalo & Southwestern Rd was leased to New York Lake Erie & Western Rd, to Feb. 1, 1890, division freight agent in charge of Buffalo & Southwestern division; Feb. 1, 1890, to Sept. 1, 1892, assistant general freight agent same road; Sept. 1, 1892, to Jan. 1, 1904, division freight agent same road, now the Erie Rd, at Buffalo; July 1, 1904, commercial freight agent Delaware & Hudson Rd at Buffalo.

293

# Max V. Beckstedt

1914 to 19??

1914 Max V. Beckstedt has been appointed freight solicitor of the Delaware & Hudson at Albany, NY. (Railway Age)  
Assistant General Traffic Manager

294

## GENERAL PASSENGER AGENT

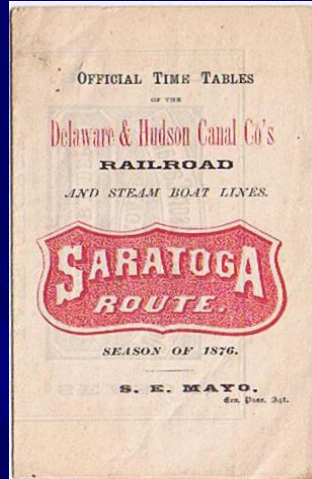
S. E. Mayo	1876 to
Joseph Angell	1879 to
D. M. Kendrick	to 1885
Joel Wakeman Burdick	1885 to 1909
A.A. Heard	1909 to 1915
M. J. Powers	1915 to 1935

295

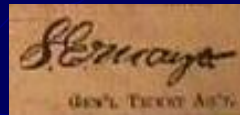


# S. E. Mayo

1876 to 1879



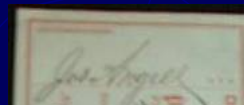
1876 timetable with S. E. Mayo Gen. Pass. Agt.



296

# Joseph Angell

1879 to 1881



297

# Frederick Lawrence Pomeroy

1879 to 1881

Born Cortland Co., N. Y., January 15, 1858.  
Entered railway service May 1, 1871; from that time to January 16, 1877 on Utica, Ithaca & Elmira RR; successively, superintendent's clerk, ticket agent, freight agent, general ticket agent, general freight agent, and general freight and passenger agent; January 15, 1877 to December 10, 1879, chief clerk general passenger department Delaware & Hudson Canal Co's RRs; December 10, 1879 to July 1, 1881, general freight and passenger agent Boston, Hoosac Tunnel & Western Rwy; July 1, 1881 to July 1, 1884, general freight and passenger agent Ogdensburg & Lake Champlain RR; July 1, 1884, General Freight and Passenger Agent Southern Central RR. Office Auburn, N. Y.

298

# Daniel McKenzie Kendrick

1881 to 1885

General Passenger and Ticket Agent Delaware & Hudson Canal Company's RRs. Office Albany, N. Y.

Born Cambridge, Mass., September 1, 1846. Entered railway service 1872; to May 31, 1877, on Paris & Decatur RR; to 1875, clerk auditor's office, 1875 to May 31, 1877, general passenger and ticket agent; June 1, 1877 to January 1, 1878, southwestern passenger agent Cleveland, Columbus, Cincinnati & Indianapolis and Indianapolis & St. Louis RRs; January 1, 1878 to February 3, 1880, general western passenger agent same roads; February 3, 1880 to January 1, 1881, general passenger agent Indianapolis & St. Louis RR; January 1, 1881, general passenger and ticket agent, as first above.

299

# Daniel McKenzie Kendrick (cont.)

1881 to 1885

**RESIGNING HIS POSITION.**  
A rumor was current in railroad circles yesterday that General Passenger Agent C. B. Meeker, of the New-York Central and Hudson River Railroad, had resigned his position, and that he would be succeeded by D. M. Kendrick, at present the General Passenger Agent of the Delaware and Hudson Canal Company. Mr. Meeker has been an invalid for several months, his duties having been performed by his assistant, E. J. Richards. Mr. Kendrick was formerly connected with the Hudson River Railroad as Passenger Agent, and is thoroughly acquainted with the duties of the position which it is said he will be called upon to assume.

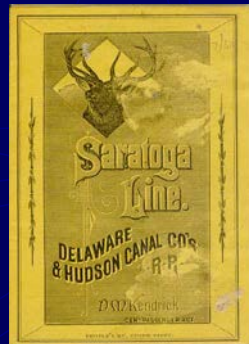
April 29, 1885 New York Times

**MR. KENDRICK DEAD.**  
ALBANY, N. Y., Jan. 26.—Daniel McKenzie Kendrick, General Passenger Agent of the New-York Central Railroad, died of consumption at Piney Woods Hotel, Thomasville, Ga., this afternoon at 4:30 o'clock. He had been in ill health for five years past, and went South a week before Christmas.

January 27, 1887 New York Times



Ticket stub # 43863 signed by D M Kendrick



Timetable with D.M. Kendrick as General Passenger Agent

300

# Joel Wakeman Burdick

1885 to 1909



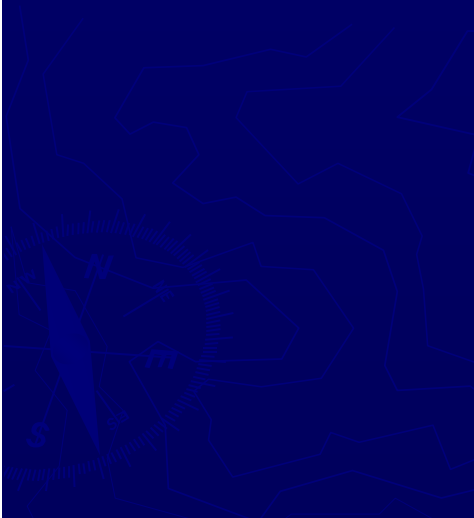
Son of Russell M., and Sarah E. (Farnsworth) Burdick, was born in the village of Almond, Allegany county, New York, June 20, 1853. Died May 12, 1925. Until he was fifteen years of age he attended the public schools of the village. He was first Employed (1868) with the Erie Railroad Company where he learned telegraphy, becoming an expert operator. He remained with the Erie until 1879, when he obtained a clerkship in the general offices of the Delaware & Hudson Railroad Company at Albany. He received a promotion and was made chief clerk. In 1881 he was appointed manager of the entire Delaware & Hudson telegraph system. In 1883 he was appointed assistant general passenger agent, and in 1885 succeeded D. M. Kendrick as general passenger agent of the system. In 1889 he visited Europe principally to investigate foreign railroad workings with a view of making improvements in the operation of his own road, if better plans could be found there or elsewhere. Mr. Burdick continued at the head of the passenger department of the Delaware & Hudson until 1909, when he resigned to take the presidency of the West Penn Steel Company, whose plants are located in the Pittsburgh district of Pennsylvania. He is a member of the Albany Club, the Duquesne Club of Pittsburgh, and a life member of the New England Society, of New York City. He married, September 12, 1873, Frances Elizabeth, born December 17, 1852, died August 15, 1876, daughter of William Winsor Bartlett, a retired farmer of Corning, New York. Two children, one of whom died in infancy. Child living: Sarah Farnsworth, married H. W. Cross, of Brooklyn, New York, February 3, 1897, and has a daughter Harriet. He married again, in November, 1878, Ella Pixley Bartlett, second daughter of William Winsor Bartlett. Six children, of whom two died in infancy. Children living: Julian, a graduate of Yale University, class of 1902, now secretary and treasurer of the West Penn Steel Company, Pittsburgh, Pennsylvania; he married Helene Baldwin, and has children: Julian, Joel W., and Frances. Marion, married Lewis P. Evans, of New York City, and has a daughter Jane. Esther. Elizabeth.

He and Frederic Remington, noted artist, were good friends.

301

# D. G. Edwards

1880 to 1881



Address Cincinnati, O. Born Oct. 12, 1852, at Liverpool, England. Educated in the public schools. Entered railway service 1879, since which he has been consecutively ticket agent Indianapolis & St. Louis Rd; eight months traveling passenger agent; 1880 and 1881, general traveling passenger agent Delaware & Hudson Canal Co.; 1881 to 1884, general southern agent Cleveland Columbus Cincinnati & Indianapolis Ry; 1884 to May 1888, general western passenger agent Chesapeake & Ohio Ry; May 1888 to Jan. 1, 1889, assistant general passenger agent Queen & Crescent Route; Jan. 1, 1899, to Sept. 1, 1892, general passenger agent same route; Sept. 1, 1892, to March 16, 1896, general passenger agent Cincinnati Hamilton & Dayton Ry; March 16, 1896, to Nov. 1905, passenger traffic manager same road. Has accepted the position of vice-president with a syndicate controlling various traction lines between Cincinnati, O., and St. Louis, Mo., to take effect in Jan. 1906.

302

# William D. Robinson

to 1913

June 7, 1913

Railroad Veteran Retires.

William D. Robinson, who has been in charge of the passenger accounts of the Delaware Hudson Railroad Company, has been retired on a pension. (New York Times)

303

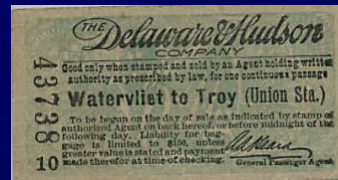
# Augustine A. Heard

1903 to 1915



1914 D&H vacation add, A. A. Heard G.P.A.

Born, Paris, France, June 12, 1866; s. Augustine and Jane Leaps de Coninck Heard; ed. schools in Brighton (England), Bonn (Germany), Paris (France), Adams Acad., Quincy, Mass.; m. St. Louis, Mo., Oct. 1891, Katherine L. Beck; children: Katherine, b. 1892, Anne, b. 1894. Entered railroad service in 1883 with Baltimore & Ohio R. R.; successively with Ohio & Miss. R. R., East Tenn., Va. & Ga.; Mo. Pacific, Great Northern; in 1895 was made gen. passenger ag't Northern Steamship Co.; 7 years with Lehigh Valley R. R. (several years as ass't pass, ag't); in 1903 became associated with Delaware & Hudson R. R., in the same capacity, and since Feb., 1905, has been gen. pass, ag't same. Clubs: Fort Orange (Albany); Transportation (Buffalo); Saratoga (Saratoga Springs). Address: Albany, N. Y.



304

# Michael J. Powers

1915 to 1935



Who has been appointed general passenger agent of the Delaware and Hudson Company, with headquarters at Albany, New York, succeeding Augustine A. Heard, who resigned on January 1st. The new general passenger agent is a native of Albany and a graduate of the Albany Business College.

In 1900 he entered the employ of the Delaware and Hudson Company as a clerk in the office of J. B. Brownell, auditor of revenue. He remained in this department six months and then became stenographer to E. R. Willerton, chief clerk to Joel W. Burdick, general passenger agent. In 1905, when Mr. Heard was appointed assistant general passenger agent, Powers became his stenographer, and was placed in charge of the ticket room and the advertising department. In January, 1910, Mr. Powers was promoted to the position of chief clerk and five years later he succeeded Mr. Heard. (Railway World)

Died July 2, 1935

General passenger agent of the Delaware and Hudson Railroad, died of a heart attack today. He was 53 years old and had been ill. (New York Times)

305

# Michael J. Powers (cont.)

1915 to 1935

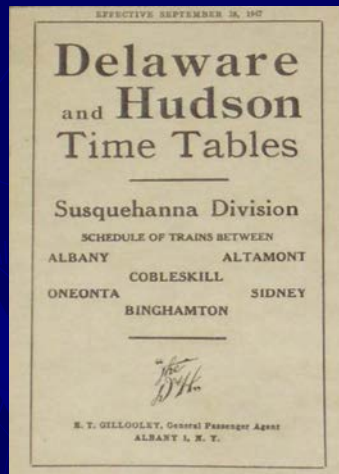


1916 advertisement M.J. Powers General Passenger Agent

306

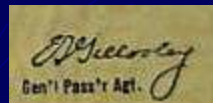
# Edward T. Gillooley

1935 to 1961



September 28, 1947 Timetable

Born July 1, 1896, Albany, NY  
ET Gillooley, general passenger agent in New York City for more than 25 years for the Delaware & Hudson Railroad, will retire at his own request on March 1, 1961 (Traffic World Magazine, January 1961, page 74)



307



# William F. Sheehan

to 1955

April 13, 1959

William F. Sheehan, 73, who retired four years ago as general passenger traffic agent for the Delaware and Hudson Railroad, died of a heart ailment today in his home. (New York Times)

308

## GENERAL BAGGAGE AGENT

C. S. Pease	1890 to
C. E. Durkee	1903
E. A. Dow	
R. C. Walker	

309

# George Irving Humphrey

1883 to 1884

Born Sept. 12, 1853, at Mechanicsville, N. Y. Entered railway service July 4, 1875, since which he has been consecutively July 4, 1875 to March 1881, messenger Saratoga Baggage Express Co; March 1, 1883 to Jan. 1884, proprietor Saratoga Baggage Express Co., and baggage master Delaware & Hudson Canal Co., Boston Hoosac Tunnel Ry and Adirondack Rd, Saratoga Springs, N. Y. ; Jan. 1884 to Jan. 1886, city passenger agent New York West Shore & Buffalo Ry, Saratoga Springs, N. Y.; Feb. 10, 1886 to April 15, 1887, traveling passenger agent and Saratoga city ticket agent Boston Hoosac Tunnel & Western Ry; April 15, 1887 to June 15, 1890, eastern passenger agent St. Louis & San Francisco Rd ("Frisco Line"), at New York, N. Y.; June 15, 1890 to Nov. 15, 1890, out of service ; Nov. 1890 to date, traveling passenger agent Minneapolis St. Paul & Sault Ste. Marie and Duluth South Shore & Atlantic Rwy. Office Boston, Mass.

310

# C. S. Pease

1890

1890 General Baggage Agent, Albany, NY.

311



# Cornelius Emerson Durkee

1906 to 19??

Durkee, Cornelius Emerson, General Baggage Agent Delaware & Hudson Co. Office Albany, N. Y. Born May 22, 1837. Entered railway service 1853 as rodman with engineer corps on Saratoga & Sacketts Harbor Rd, since which he has been consecutively general freight and ticket agent Adirondack Rd, superintendent same road, and is now general baggage agent Delaware & Hudson Co.

312

# E. A. Dow

1931 to 19??

1931 General Baggage Agent, Albany, NY.

313

R. C. Walker

19??

General Baggage Agent, Albany, NY.

314

BOARD of MANAGERS

315

# Garret B. Abeel

1825 to 1829



Garret B. Abeel, resumed the iron and steel Business of his father Garret Abeel established in 1765, under the name of Abeel & Byvanck, in 1791 and built a store at 365 Water Street, N. Y., in 1802, which is the present site of the company's business, subsequently extending the store through the entire block. His name appears in the New York city directory of 1799 as "ironmonger at 85 Cherry Street. In 1816 he took a partner and the name of the firm became Abeel & Dunscomb, which was again changed in 1829 to G. B. Abeel & Sons.

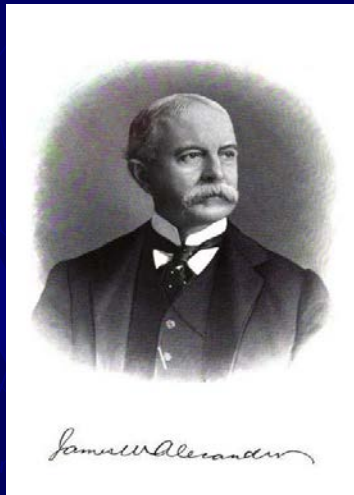
Taxed on \$30,000 personal property in 1815; the tax list of 1823 gives his address as 19 Park Place, with \$10,000 real and \$20,000 personal.

Merchant; Director of the Washington Insurance Co., 1822. Taxed on personal property, of \$20,000 in 1815 and \$20,000 in 1820.

316

# James Waddel Alexander

1894 to 1906



Born in Princeton New Jersey, July 19, 1839. Died September 2, 1915 His father, whose name he bears, was a prominent Presbyterian clergyman. Married Elizabeth Beasley Williamson. Graduated from Princeton in 1860. He was a member of the New York bar until 1866, when he entered the Equitable life insurance society of the United States, with which he has been since connected, and on the death of Henry B. Hyde, May 2, 1899 succeeded to the office of president.

Mr. Alexander is also president of the University club, of the Princeton alumni club, and a director in the Mercantile trust company, the Delaware & Hudson company, and in other financial institutions. He is known as a public speaker, and is the author of "Princeton, Old and New" (New York 1898)

317

# William Allison Anderson

1943

Born Trenton, New Jersey, June 4, 1870 Died  
September 10, 1944 At Princeton, NJ.  
Son of General Henry (Harry) Reuben and  
Florence Ann Allison Anderson.  
Married, Helen S. Anderson  
1936 President, John A. Roebling and Sons  
Trenton, NJ.  
Nephew of Ferdinand W. and Margaret Gatzmer  
Allison Roebling.

318

# John L. Aspinwall

1861 to 1868

John Aspinwall, the youngest brother of Gilbert married Miss Howland, a sister of Gardner G. & S.S. Howland. They had several children. One was William H. Aspinwall, the founder of Aspinwall city. Another son was G. Woolsey, another, John Lloyd Aspinwall. William H. married Ana Breck of Bristol, Delaware. Her father was a member of Congress from Pennsylvania, and she was adopted by a Mrs. Lloyd, from whom she received a fortune of \$70,000. Her money was invested in the building No. 57 Wall street. William H. Has one son named J. Lloyd Aspinwall, who is at the present moment one of the firm of Howland & Aspinwall, the great house founded by his father. Another son is at present in Gambier College, Ohio. His name is John A. He is studying for the ministry. The oldest daughter of W.H. married Renwick, the architect a son of Professor Renwick of this city. He has others. George Woolsey Aspinwall, another son of old merchant John, was bought up by G.G. & S. Howland. He went to Philadelphia, and formed the house of Pope & Aspinwall. He married Miss Hare, the daughter of the celebrated Dr. Hare, and a great belle in her day. He is dead. John Lloyd Aspinwall, another brother, was once a partner in the house of Howland & Aspinwall. He married Miss Breck, a sister of Mrs. W.H. Aspinwall. He retired from business, and lives in a magnificent country seat upon the banks of the North river, and his brother William H. also has a superb seat near Tarrytown. Mr. Read of Charleston, S.C., married another Miss Breck. Besides these sons, John Aspinwall had three daughters, Margaret, who married Doctor Hodge, of Philadelphia; Emily Phillip, who married Edward John Woolsey, a son of George Muirison Woolsey; and Mary Rebecca, who married a son of James Roosevelt, of the Isaac Roosevelt family.

Daughter, Mary Rebecca Aspinwall (1809–1886)  
Married James Alfred Roosevelt  
Daughter, Emily Phillip Aspinwall  
Married Edward John Woolsey

319

# John Jacob Astor III

1861  
1867 to 1890



Born June 10, 1822 Died February 22, 1890

Was the elder son of William Backhouse Astor, Sr. and the wealthiest member of the Astor family in his generation, which meant one of the wealthiest men in the United States.

Astor studied at Columbia College and Gottingen, following which he went to Harvard Law School. During the American Civil War he served as a volunteer aide-de-camp to General George B. McClellan. For his services during the Peninsular Campaign he was brevetted brigadier general of U.S. Volunteers.

As a businessman, he dabbled in railroad investment, but was forced to yield control of the original New York Central Railroad line (from Albany to Buffalo) to Cornelius Vanderbilt. His principal business interest was of course the vast Astor Estate real estate holdings in New York City, which he managed profitably and parsimoniously. Unfortunately, some of his properties were an exploitation of the poor in an era when municipal authorities rarely enforced building codes: in other words, he was a slumlord.

In 1846, he married Charlotte Augusta Gibbs (c. 1825-1887) of South Carolina and in 1859 he built a home at 350 Fifth Avenue, which is today the street address of the Empire State Building. Later, he added an imposing vacation home, Beaulieu, in Newport, Rhode Island.

John Jacob Astor III had little inclination to do much in the way of charitable works beyond continuing gifts made by his ancestors to the Metropolitan Museum of Art, Trinity Church, and the Astor Library. However, his deeply religious wife had quite a different attitude. Charlotte Astor supported the newly formed Children's Aid Society and sat on the board of the Women's Hospital of New York, an institution that to her dismay refused to accept cancer patients. Deciding to do something about it, she persuaded her husband to donate the money to erect the New York Cancer Hospital's first wing, appropriately named the "Astor Pavilion." By a twist of fate, Charlotte Astor died of uterine cancer.

Aristocratic by inclination, he increasingly visited London in his later years, and his only child, son William Waldorf Astor (1848-1919), would move there permanently with his family in 1891.

John Jacob Astor III is interred in the Trinity Church Cemetery in Manhattan, New York.

320

# William Waldorf Astor

1890 to 1892



William Waldorf Astor

1st Viscount, 1848-1919, American-British financier, b. New York City, educated in Germany and in Italy and at the Columbia law school; son of John Jacob Astor (1822-90). He served as a state assemblyman and senator, but his political career was halted by his failure to win an election to the U.S. Congress. He was then appointed minister to Italy (1881-85). In 1890 he moved to England, where he acquired control of a newspaper and several magazines. He also founded, mainly to forward the literary ambition he had shown in two mediocre novels—*Pall Mall Magazine*. His estates, Cliveden and Hever Castle, were magnificent, his entertainments extravagant, his contributions to public causes, especially in World War I were grand. He was made a baron in 1916 and a viscount in 1917. His elder son, Waldorf Astor, 1879-1952, succeeded him as viscount and was a leader of "Tory democracy." His Wife was Nancy, Lady Astor. The younger son, John Jacob Astor, 1886-1971, bought a major share of *The Times* of London and was made 1st Baron Astor of Hever.

321

# William Waldorf Astor (cont)

1890 to 1892

**WILLIAM W. ASTOR RESIGNS.**  
**SELLS HIS STOCK IN THE DELAWARE**  
**AND HUDSON CANAL COMPANY.**  
William Waldorf Astor has sent in his resignation as a Director of the Delaware and Hudson Canal Company, and there is good reason to believe that he has parted with his holdings of stock. The Astors have been connected with the Delaware and Hudson Company for so many years that this action causes considerable surprise in financial and railroad circles.  
The fact that Mr. Astor has been selling his Delaware and Hudson stock has been an open secret in Wall Street for some time. The prevailing belief is that all of it, or nearly all of it, passed into hands friendly to the Vanderbilts.  
It is a well-known fact that the Vanderbilts have long been desirous of securing control of this important railroad system, controlling as it does the coal traffic of Northern New York and the transportation interests west of Lake Champlain.  
John Jacob Astor, father of the present head of the Astor family, was reputed to be next to Le Grand B. Cannon—the largest holder of Delaware and Hudson stock. Recently, however, the Astor holding has not exceeded 5,000 shares, which at par would be worth \$300,000, an unimportant item to a man worth \$100,000,000.  
William Waldorf Astor some time ago announced his desire to concentrate his investments as much as possible. The bulk of his property is in real estate, and it appears to be his policy to close out the smaller investments and put his cash at once into real estate improvements.

April 23, 1892 New York Times

322

# Joseph Bayley

1833 to 1836

Doctor

323

# Frederick H. Billings

1886 to 1890



Frederick H. Billings was born in Royalton, Vt., September 27, 1823. Son of Oel and Sophia Farwell (Wetherbe) Billings. He graduated from the University of Vermont in 1844 ; studied law and was admitted to the Bar of Windsor County in 1848; was Secretary of Civil and Military Affairs under Governor Eaton in 1846-48. He went to California in 1849, became a partner in the law firm of Halleck, Peachy, Killings & Park, and was Attorney General for the State of California. In 1864 he returned to Vermont and to Woodstock, where he made a home which resembles one of the baronial estates of the Old World. He was president of the Woodstock R. R. Co., president of the Northern Pacific R. R. Co., the re-organization and success of which great enterprise was largely his work; a Director in the Nicaragua Canal Co., Delaware & Hudson Canal Co., and in various banking and other corporations. He gave the George P. Marsh Library and the Billings Library building to the University of Vermont. He died September 30, 1890.

Billings, Montana was founded in 1877 and established in 1882, named for Northern Pacific Railroad President Frederick Billings

324

# Oliver Phelps Chandler Billings

1892 to 1893

Born, September 21, 1836 ,Woodstock, VT, Died January 9, 1894, the youngest son of Oel and Sophia Farwell (Wetherbe) Billings.

AB. Vermont University 1857, LL. B. Harvard 1860, admitted Suffolk bar May 20, 1860; began practice In Boston 1861, removed to New York 1864

Married November 24, 1868 Charlotte Lane, daughter of David Lane, Esq. NYC

Children, David L. Billings, Oliver Chandler Billings, Charles Miller Billings

Served as alderman of New York four years.

Morris, Billings & Cardozo (Coles Morris, Oliver P. C. Billings & Michael H. Cardozo) 120 Broadway, NYC

Residence 9 Park Avenue, NYC

Brother of Frederick H. Billings

325

# Paul Bedford

1941



Born June 24, 1875 Died August 17, 1967 Wilkes Barre, PA.  
Son of George Reynolds Bedford, and Emily Linsley Fuller,  
Corporation lawyer.

March 22, 1941

D. & H. Elects Paul Bedford, vice president of the Miners  
National Bank of Wilkes Barre and a director of the Vulcan  
Iron Works, Wilkes Barre. (New York Times)

Princeton graduate of the class of 1897 and a charter  
member of the board of trustees.

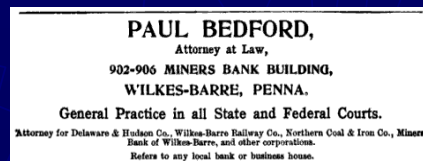
326

# Paul Bedford (cont.)

1941



Paul Bedford's home now, Bedford Hall, Wilkes University



Hubbell's Legal Directory 1922

327



# Isabel H. Benham

1971



Born, August 4, 1909, Buffalo, NY, daughter of W. Hamilton and Eva Thorp Benham

July 27, 1971 Isabel H. Benham has been elected a director of the Delaware Hudson Railway, a subsidiary of Dereco, Inc., which is a subsidiary of the Norfolk Western Railroad. (New York Times) Director and former President (1992-1995), Board of Trustees of the John W. Barringer III National Railroad Library; Director, St. Louis Mercantile Library (1993-1995); President, Printon Kane Research, Inc. (1978-1991) (railroad analysis and valuations); Senior Vice President, Shearson Haydon Stone Corp. (1968-1978). 1985 President of Printon, Kane Research, a Transportation consulting firm in New York.

Residence, 745 Fifth Avenue New York, NY 10151

328

# George Bliss

to 1896



Born 1816 Died January 31, 1896

February 3, 1896

Gov. Morton's partner in the banking firm of Morton, Bliss Co., died suddenly at 1 o'clock Sunday morning in his residence, 387 Fifth Avenue, from an attack of paralysis of the heart. A Director of the Executive Committee of the Delaware and Hudson Canal Company for over thirty years, and a Director in the Greenwich Savings Bank. (New York Times)

Chapel of the Good Shepherd, in NYC, was commissioned by him. Began his career in the dry goods business. through successful speculation during the Civil War, he amassed a large fortune, and in 1869 he joined Levi P. Moron, later a Vice-President of the United States, in a banking business under the firm name of Morton, Bliss & Company. In his later years he served as Treasurer of the Protestant Episcopal Mission Society which administered the Chapel of the Good Shepherd.

329

# John Bolton

1825 to 1832

Born August 31, 1774 in Chestertown, Kent, Maryland. He died on 15 Oct 1838 in Baltimore, Maryland.

At the age of ten, John and his younger brothers, Edwin and Curtis, were left orphans under the protection of their guardian, The Rev. Mr. MacLure, who cared more for retaining the boys' property than he did for caring for them. Their cousin, Robert Bolton of Savannah, arranged to have them brought to a place of safety in Georgia. When the guardian tried to reclaim them, young John, at the age of twelve, appeared in court and for two hours pleaded his own case so eloquently that he and his brothers were granted a full release.

John and Sarah visited England in 1805, at which time John consulted Dr. Edward Jenner, famous as the discoverer of vaccination for smallpox. John received a long letter from Dr. Jenner (dated 8 Sep 1805) at London when he was on the point of returning to America. He had consulted Dr. Jenner at Cheltenham, a famous watering place. At this time John was 31 years of age and his wife 23 years.

In May 1816, John was chosen first Vice-President of the American Bible Society for the State of Georgia.

One reference suggests that John was the son of Robert Bolton (b. 1 Dec 1757) and Sarah McClean.

Sarah Bolton was born in 1782 in Philadelphia, Philadelphia, Pennsylvania. She died on 14 Apr 1851 in Baltimore, Baltimore, Maryland. She married John Bolton in 1804 in Savannah, Chatham, Georgia.

A director of the Farmers' Fire Insurance and Loan Co., 1822. He was 'taxed on \$15,000 personal property in 1820. The tax list of 1822 gives his address as 58 Broadway; house, \$13,000; personal, \$50,000.

BOLTON, Curtis Taxed on \$55,000 personal property in 1820

330

# William Bradford

1832 to 1834

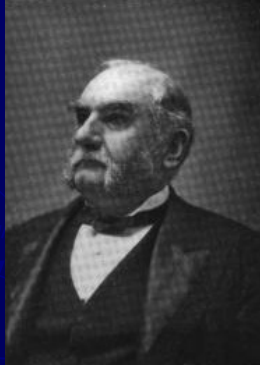
A descendant of the Puritan Bradford, who came over in the May-Flower. He was in the Dry Goods business in New York City and commenced poor. A fortunate investment in Delaware and Hudson Canal Stock, enabled him to retire from business.

1840 net worth \$100,000

331

# Benjamin B. Brewster

1894 to 1897



BENJAMIN BREWSTER died at his home, in Cazenovia, N. Y., after a severe illness, yesterday. He was in his seventieth year. A married daughter and a son, George S. Brewster, residing at No. 605 Park Avenue, this city, survive him. Funeral services will be held at his late residence at 3 o'clock next Tuesday afternoon.

September 5, 1897 New York times

Born June 20, 1828, Norwich, Ct. Died September 4, 1897  
A holder of Standard Oil certificates, was perhaps more especially a railroad man prior to 1881, when he became vice-president of the National Transit Company (the Standard Oil pipe-line organization). He had been interested in the construction of the Chicago, Rock Island And Pacific, becoming a director of the company in 1879 and continuing his connection with it until his death in 1897. Attorney June 1897 elected president Chicago Rock Island & Pacific Railroad  
Married: June 6, 1863 Elmina H. Dows, born December 4, 1841, daughter of David Dows



Brewster's home in Cazenovia, NY, now an Inn (2007)

332

# Henry Brevoort Jr.

1841 to 1842

Henry Brevoort, Jr. (1791-1874) and his wife, Laura (Carson) Brevoort, built a mansion on the remainder of the family property at Fifth Avenue and Ninth Street, just when the fashionable world was beginning to train their sights above Bleeker Street. The Brevoorts presided there with great splendor. Their fancy dress ball in 1840 set the standard for lavish entertainment. Henry, Jr., had a reputation as something of a literary wit, and was a friend and correspondent of the writer Washington Irving (1783-1859).

In 1834 Henry Brevoort, Jr., built a Georgian mansion at 24 Fifth Ave., which, until it was demolished in 1924, anchored the northwest corner of Ninth St. Scandal was the uninvited guest on Feb. 24, 1840, at Manhattan's first masked ball when the Brevoorts entertained 500 costumed socialites. Matilda Barclay, daughter of the British consul, slipped out to elope and The New York Herald blabbed it on Page 1. The New York Times noted that the City Council banned future masquerade balls, imposing a \$1,000 fine — New York City's first party police.

Taxed on \$10,000 personal property in 1820. The tax list of 1822, gives his address as 15 Broadway: house, \$18,000; personal, \$15,000

Of an old New York family. His parents owned a small farm of about 11 acres, bounded on the south by Tenth-street, in former days the produce of which they sold daily in the market. This little farm, then of comparative little value, has now risen to be of immense value, being situated in the court-part of the city, and hence the great wealth of Henry. He also married a rich southern lady. Mr. Brevoort is a gentleman of accomplished education, and is now to a considerable extent an operator in Wall-street.  
1840 net worth \$1,000,000

Grace Church, a Gothic revival masterpiece designed by James Renwick, Jr. In 1843 the land under the current Grace Church was purchased from Henry Brevoort. The 23 year old architect James Renwick, Jr., a nephew of Henry Brevoort.

Son, James Renwick Brevoort (1832-1918) Artist.

333

# Benjamin Helm Bristow

1884 to 1894



*B. H. Bristow*

Born June 20, 1832 Died June 22, 1896 Was in the Cavalry of Kentucky during the Civil War. During the summer of 1863, he assisted in the capture of John Hunt Morgan, whom Burnett's 2nd Ohio Cavalry had also been after. After serving as a Kentucky state Senator from 1863 to 1865, he was appointed a US District Attorney and, finally, Secretary of the Treasury under President Grant. He was active in prosecuting the 'Whiskey Rebellion', leading to tension with Grant that led Bristow to eventually resign as Secretary.

On October 16, 1878 he formed the partnership of Bristow, Peet, Burnett, & Opdyke, and the following year he was elected the second president of the American Bar Association.

Partner, William S. Opdyke was counsel for the Delaware & Hudson Company, in 1907

Political party Whig, Republican

334

# James Bryar

1830 to 1833

1840 with the National Bank, 19 Wall Street NYC as director.

335

# George Heckman Burgess

1928

Born June 19, 1874, Oshkosh, Wisconsin  
Died March 1, 1957  
Son of Frederick and Anna A. Heckman Burgess  
Married Harriet Painter Van Trump (born November 4,  
1878, Wilmington, Delaware, October 10, 1899  
Civil Engineering, University of Wisconsin, 1895  
55 Wall Street NYC

1918 Chairman of Valuation Committee,  
Delaware & Hudson Co. Albany

Residence 51 5<sup>th</sup> Avenue, NY, NY

George Heckman Burgess of 51 Fifth Avenue, managing  
partner in Coverdale Colpitts, consulting engineers at 120  
Wall Street, died yesterday at Roosevelt Hospital. His age  
was 82. (New York Times)

336

# William Calder

1826 to 1833

The tax list of 1822 shows that he lived at 110  
Greenwich Street, in a house owned by William  
Mackie; personal tax, \$12,000.

337

# Legrand Bouton Cannon

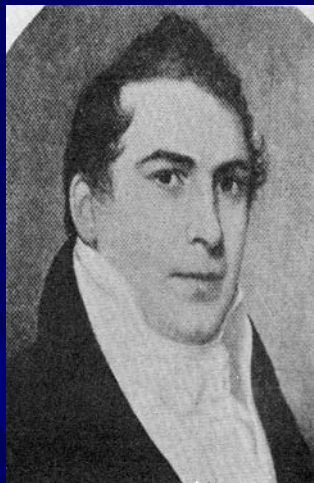
1860 to 1894



338

# Lynde Catlin

1825 to 1826



Eldest son of Captain Alexander and Abigail Catlin, of Litchfield, Connecticut, and grandson of Lieutenant John and Margaret (Seymour) Catlin, of Litchfield, was born in 1768. His mother was a daughter of Timothy Goodman, of West Hartford. A sister married Stephen Twining (Yale 1795).

He returned to Litchfield after graduation, and on October 19, 1793, married Helen Margaret Kip, of Albany.

In 1797 he became teller in the Bank of the United States in New York City, and held this position until April, 1803, when on the incorporation of the Merchants Bank in New York, of which Oliver Wolcott (Yale 1778) was the first President, he was elected Cashier of that Institution.

While in this office he attracted the notice of John Jacob Astor, who induced him in 1818 to become Cashier of the New York branch of the United States Bank.

He held this office until June, 1820, when he returned to the Merchants Bank as President. His administration of that office was distinguished by great energy and by an unprecedented extension of business.

He continued in the presidency until his death, in New York, on October 18, 1833, in his 65th year, and was buried in St. Mark's churchyard. His wife survived him for ten or twelve years.

He had a family of eight children, among whom were two sons who were graduated at Yale, in 1802 and 1822 respectively.

His portrait is reproduced in Hubert's History of the Merchants Bank. He is still remembered as a true Christian gentleman, of sterling personal integrity.

He was taxed on \$36,000 personal property in 1815 and on \$10,000 in 1820. A notice in the Evening Post, when Catlin offered his house at Broadway and Art Street for sale, says: "The garden is well supplied with fruit trees and shrubbery. There are on the premises, a good stable and two coach houses, a cistern and a well of excellent water. The distance from town just sufficient for a pleasant walk, Broadway being paved to the door."

# Isaac Hasbrouck Chahoon

1928 to

Born in Au Sable Forks, Essex county, New York  
May 14, 1874 Died 1960  
Married Louise Hovey Martin 1878 - 1908  
Married Margaret Ramsey 1880 - 1967  
1931 President of the Plattsburg National Bank  
and Trust Company.

340

# George Crawford Clark

1889 to 1891

## GEORGE C. CLARK DEAD.

**Head of Banking Firm of Clark,  
Dodge & Co. Dies at Aiken, S. C.**

George Crawford Clark, a prominent banker, member of the firm of Clark, Dodge & Co., 51 Wall Street, died on Monday at Aiken, S. C., where he went with Mrs. Clark about ten days ago to spend the remainder of the winter. Mr. Clark was born in St. Louis, Mo., Aug. 3, 1845, and was graduated at the College of the City of New York with the degree of A. B. in 1863. Mr. Clark's home was at 1,027 Fifth Avenue.

Connections outside of the firm of Clark, Dodge & Co. included the City Investing Company, of which he was a Director, and the Atlantic Mutual Insurance Company and the Seamen's Bank for Savings, of which he was a Trustee. He was also Treasurer and Director of Brearley School, Limited, and the General Memorial Hospital, and President of the American Society for Control of Cancer.

Mr. Clark was a member of the Metropolitan Museum of Art, American Museum of Natural History, and the New England Society, and also of the Union, Century, Racquet and Tennis, University, Downtown, Riding, and New York Yacht Clubs.

February 26, 1919 New York Times

Banker, b. St. Louis, Aug. 3, 1845, son of Luther Clapp and Julia (Crawford) Clark, Educated College City of New York. Member firm of Clark, Dodge & Co. of New York Stock Exchange. Dir. Northern Securities Co., Fort Wayne Gas Co., Lafayette Gas Co., Logansport and Wabash Valley Gas Co., Ohio and Indiana Gas Co. Treas. and dir. Brearley School (Ltd.), and New York Cancer Hospital Member Metropolitan Museum of Art; New England Society, American Museum of Natural History. Clubs: Union, Century, Racquet and Tennis, University, Down Town, Riding, New York Yacht. Residence: 7 West 37th St. Office: 51 Wall St., New York.

Brother of Louis Crawford Clark, husband of Marian De Forest Cannon, sister of Legrand Bouton Cannon.

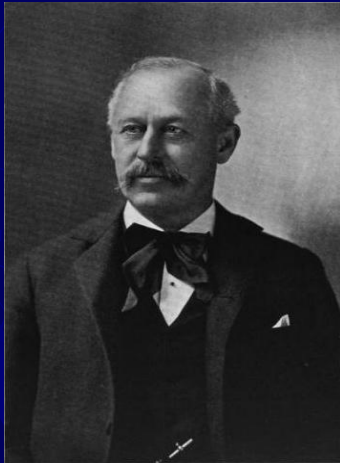
Boyhood friend of Edward Henry Harriman

341



# Dumont Clarke

1906 to 1909



*Dumont Clarke*

Born October 1, 1840 Newport, RI Died December 26, 1909  
Incorporated as the Borough of Schraalenburgh in 1894, Dumont New Jersey, took its present name in 1898 from its first mayor, Dumont Clarke, who was president of the American Exchange Bank and had made his home in the Borough since the 1870's.

1895 Director Liberty National Bank, New York City.

342

# Albert E. Cluett

1941 to 1949



Born ?? Son of Edmund Cluett. Died January, 1949

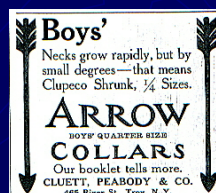
Married, January 27, 1904, Caroline Ide, Troy, NY. March 22, 1941, Albert E. Cluett, executive vice president of the Troy (N. Y.) Savings Bank, has been elected director of the Delaware Hudson Company. (New York Times)

Director and former vice president of the Peterson Packer Coal Company of Troy.

President, Cluett, Peabody & Co., Arrow shirt collar company in Troy NY

and which had been in business since 1851.

TROY, N. Y., Jan. 27.—At noon to-day at the home of Mr. and Mrs. George F. Ide their daughter, Miss Carrie Ide, and Albert E. Cluett, son of Mr. and Mrs. Edmund Cluett, were married.  
The house was handsomely decorated. The bridal party advanced, while an orchestra played, through an aisle of poets roses. Two little girls, Eleanor and Sarah Ide, placed ropes of smilax along the aisle, thus closing in the aisle.  
The bride, who was accompanied by her father, wore a gown of point appliqué lace with trimmings of point appliqué. She carried a bouquet of white lilies and wore a diamond and pearl pin, the gift of the bridegroom. Mrs. Walter P. French of Saratoga was matron of honor. The ushers were Henry Crane of New York, John H. Giffin of Philadelphia, and A. Harris Ide and George F. Ide, Jr., of Troy. The ceremony was performed by the Rev. Dr. T. P. Sawin, pastor of the First Presbyterian Church, Sanford S. Cluett, brother of the bridegroom, acted as best man.  
After the ceremony a reception was held. The bride was the recipient of many costly gifts. Among the guests from out of town were Miss Givins of Philadelphia, Miss Minn of New York, Mr. and Mrs. John S. Euyck and Mr. and Mrs. Louis Greenleaf of Albany, and Joseph O. Eaton of Montclair.



January 28, 1904 New York Times

343



# Edward Coleman

1832 to 1840

344

# Thomas C. Cornell

1868 to 1885

Born January 27, 1814 Died March 30, 1890

Son of Peter and Margaret Gedney Cornell, born in White Plains, New York, Cornell attended the public schools. He engaged in the steamboat transportation business between Rondout and New York City in 1843, and also in the railroad business and banking. Commissioned major in the New York Militia during the Civil War.

Married Catharine Ann Woodmancie, had four children, two sons who died in infancy, and two daughters :

I. Mary Augusta, married Samuel D. Coykendall, and has six sons and one daughter, lives in Rondout.

II. Cornelia Lucy, married Robert B. Carpenter, and has no children, lives in New York.

Cornell was elected as a Republican to the Fortieth Congress (March 4, 1867 March 3, 1869). He was an unsuccessful candidate for reelection in 1868 to the Forty first Congress.

1867 Director Kingston and Rondout Railroad  
1868 Founding President Rondout Savings Bank

Cornell was again elected to the Forty-seventh Congress (March 4, 1881 March 3, 1883). He was not a candidate for re-nomination in 1882 to the Forty-eighth Congress. He resumed the transportation business and banking in Kingston, New York. He served as delegate to the Republican National Convention in 1884. He died in Kingston, New York, March 30, 1890. He was interred in Montrepose Cemetery.

Sister, Mary Amelia Cornell, married Coe Finch Young, General Manager D&HCCo.

345

# John J. Crane

1862 to 1866

JOHN J. CRANE, M. D.  
Dr. John J. Crane died yesterday at his residence, "Ivy Nook," near Lake Whitney, Connecticut, in his seventieth year. A severe cold, lasting two weeks, aggravated an old complaint (diabetes) and brought about his death. Dr. Crane was a native of Middletown, Conn., and a graduate of Princeton College. For thirty years he practiced medicine in this city. Long before his retirement he was recognized as one of the most eminent and skillful physicians in New-York. His annual income at the time when he relinquished his practice was very large.  
For the last fifteen years Dr. Crane lived quietly at "Ivy Nook," save while traveling in Europe. His second wife was Mrs. Caroline Saydan, widow of Ferdinand Saydan and a daughter of the late Eli Whitney. "Ivy Nook," their residence, is one of the most elegantly laid-out homes in this country. The combined wealth of Dr. and Mrs. Crane is not less than \$6,000,000.

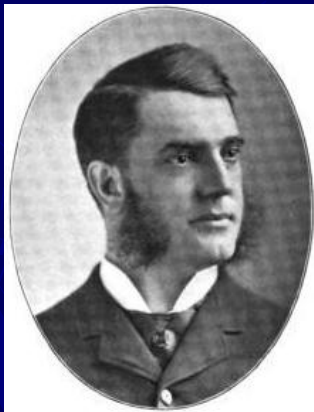
March 5, 1890 New York Times

Born ? Died March 4, 1890  
1875 Freight Broker 78 Pine St.

346

# Frederic Cromwell

1897 to 1907



Born ? Died June 22, 1914  
Treasurer Mutual Life Insurance Company; graduate Harvard 1863; director Delaware & Hudson Company, Sixth Avenue Railroad Company, Jefferson & Clearfield Coal & Iron Company and Guaranty Trust Company; member of Metropolitan, Century, Tuxedo University and Down Town clubs. Address 32 Nassau St.; residence, 5 W. 66th St, New York.

Frederic Cromwell, 71 years old, for more than twenty years Treasurer and a Trustee of the Mutual Life Insurance Company, died yesterday morning at his home, in Bernardsville, N. J. He was graduated from Harvard in 1863, and shortly afterward went into the insurance business. Mr. Cromwell was a Director of the Atlanta & Charlotte Air Line Railway Company, the Sixth Avenue Railroad Company, the Morris & Essex Railroad, the Worcester, Nashua & Rochester Railroad, the National Bank of Commerce, the New York Dock Company, the Gill Engraving Company, and the Jefferson and Clearfield Coal and Iron Company. He was a member of the Century, Metropolitan, University, and Downtown Clubs.

June 23, 1914 New York Times

347

# Don Alonzo Cushman

1837 to 1838

Don Alonzo Cushman, at one time a prominent merchant of this City, died yesterday morning at his residence on Ninth Avenue, in the eighty-third year of his age. He was born at Coventry, Conn., Oct 1, 1792, and at the age of eighteen removed to this City. He was for many years President of the Greenwich Savings Bank, and had been a Director in several insurance companies and in the Erie Railway Company. He was Alderman for the Sixteenth Ward from 1868 to 1870, and was, at different times in his life, a prominent member of Trinity congregation, a Director of the school of that church, and latterly a leading member of St. Peter's Church.

May 2, 1875 New York Times

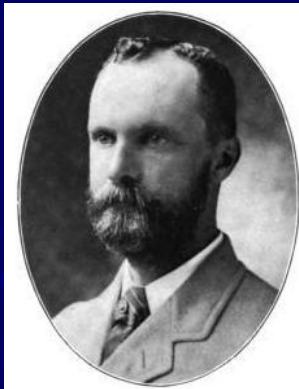
Don Alonzo Cushman, who lived from 1792 to 1875, was a developer in the Chelsea-West 23rd Street section of Manhattan. A group of houses on 20th Street between Ninth and Tenth Avenues is still known as Cushman Row as a result of Don Alonzo's activities.

Cushman came to New York from Coventry, Connecticut, in 1810, and took a clerkship in a dry-goods house. By 1830 he had prospered sufficiently to purchase the site in Chelsea whereon he built a home; and subsequent purchases made him the owner of an estate that comprised the east and west sides of Ninth Avenue from Nineteenth to Twenty-first Streets; and the south side of Twenty-third Street from Ninth Avenue half-way to Eighth Avenue, and also from Ninth Avenue to Tenth Avenue. The value of this estate at his death, in 1875, was estimated at three and a half millions, but when a final division among his heirs was made a few years ago it had increased to double that sum.

348

# Henry Wheeler De Forest

1913 to 19??

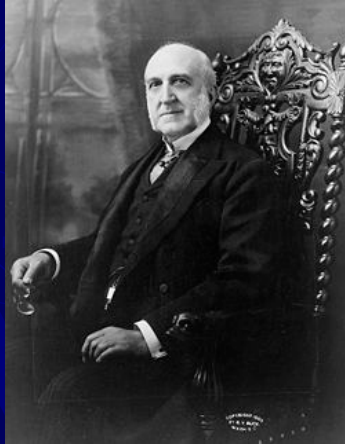


Born NYC October 29, 1855, son of Henry Grant and Julia Mary (Weeks) DeForest. Died May 29, 1938  
30 Broad St., New York. Residence Cold Springs Harbor, LI. Lawyer, financier, A. B. Yale Univ. 1876, LL. B. Columbia Univ. 1878. Married St. Paul, MN, August 15, 1898 Julia Gilman Noyes. Children, Julia Mary, Charles N., Alice D. In law practice in New York since 1878: member of the firm of De Forest Brothers; chairman of Board of Directors Pacific Oil Co.; pres. and dir. Land and River Co.; dir. Mexican Railway Express Co., Arizona Eastern R. B. Co., the Bank for Savings in the City of New York, Hudson Trust Co. (Hoboken, N. J.), National Bank of Commerce in New York. U. S. Trust Co. of New York. Central NJ Land Improvement Co., the Delaware and Hudson Co., Galveston, Harrisburg & San Antonio Railway Co., Houston & Shreveport R. R. Co., Houston & Texas Central R. R. Co., Houston East and West Texas R. R. Co., Illinois Central R. R. Co., Louisiana & Western R. H. Co., Morgan's Louisiana & Texas R. R. & Steamship Co., N. J. & N. Y. R. R. Co., Niagara Fire Ins. Co., Pacific Mail Steamship Co., Southern Pacific Co., Texas & New Orleans R. R. Co., Tiffany Studios, Wells Fargo & Co., the Western Union Telegraph Co., Yazoo & Mississippi Valley R. H. Co., trustee New York Hospital, Presbyterian Hospital, New York Infirmary for Women and Children. Clubs: Metropolitan, Century, Links, Union, University, Riding.  
Nephew of Daniel Lord.

349

# Chauncey Mitchell Depew

1892 to 19??



*Sam M.  
Chauncey Mitchell Depew*

Born April 23, 1834 Died April 5, 1928

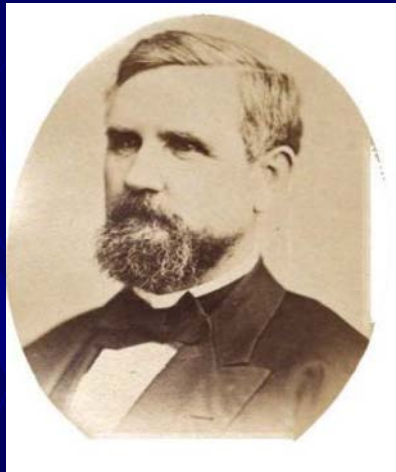
Depew read law with William Nelson of Peekskill, New York from 1856-58; was admitted to the bar in March, 1858; and practiced in Peekskill until 1861; later engaged in the brokerage business in New York City as member of firm of Depew & Potter for a few months; then resumed his law practice in Peekskill, but shortly afterwards moved to New York City; in 1865 appointed and confirmed United States Minister to Japan, but declined the appointment; became attorney for New York & Harlem Railroad 1866 and for New York Central and Hudson River Railroad 1869; appointed general counsel and director of the so-called "Vanderbilt System" 1876; made second vice president of New York Central & Hudson River Railroad 1882, and served as president 1885-1898; had since been chairman of board of directors of New York Central Railroad Company; had also been president of West Shore Railroad; director of New York and Harlem Railroad Company since 1874, Chicago and North Western Railway and Chicago, St. Paul, Minneapolis and Omaha Railroad companies since 1879, Cleveland, Cincinnati, Chicago and St. Louis Railroad Company since 1889, Delaware and Hudson Railroad Company since 1892, Western Union Telegraph Company since 1881, New Jersey Junction Railroad, St. Lawrence and Adirondack Railroad, Walkill Valley Railroad, and Canada Southern Railroad companies, Hudson River and Niagara River Bridge companies, New York State Realty & Terminal Company, Union Trust Company, Equitable Life Assurance Company, and Kensico Cemetery Association; regent of University of the State of New York 1877-1904, ex US Senator

Funeral services for Chauncey M. Depew, who died at 4:20 A.M. yesterday, will be held tomorrow morning at 10:30 o'clock at St. Thomas's Church, Fifth Avenue and Fifty third Street. April 6, 1928 (The New York Times)

350

# Thomas F. Dickson

1866 to 1884



351

# Richard C. Doane

1960 to

Born February 26, 1898 Died July 7, 1972, Central Vermont Medical Center.

Married Mary Goodfellow, died November 19, 1972 January 5, 1960

Richard C. Doane The Delaware and Hudson Company has announced the election of Richard C. Doane as a director of the company. (New York Times)

1948 Vice president in charge of sales of the International Paper Company.

Joined International Paper as a salesman in 1924, rose to manager of newsprint sales, and in 1949 stepped up to the board of directors.

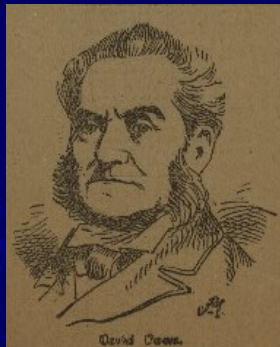
1954 President International Paper

1962 Director of the Bankers Trust Company.

352

# David Dows

1881 to 1890



Born in Charlton, New York, Saratoga County, in 1814, Died 1890

Married: Margaret (Worcester) Dows (1831-1909) of Irvington, N.Y.

David Dows headed the New York firm, David Dows and Company, one of the largest grain dealers in the country. A director of the Chicago and Northwestern; the Chicago, Minneapolis and Omaha; the Union Pacific, and the Delaware and Hudson Railroads; and he has been, for a number of years, Vice President of the Chicago and Rock Island Road. He was one of the organizers of the Corn Exchange Bank, in which he owns considerable stock, and He is also connected with several insurance and trust companies.

Director Fourth National Bank of New York City 1864

Daughter, Mary Dows (1865-1936) In 1893, married, Edward Kellogg Dunham (1860-1922)

Daughter, Elmina H. Dows, born December 4, 1841, Married June 6, 1863, Benjamin Brewster

Uncle by marriage to Alexander Ector Orr

353

# Robert Dyson

1835 to 1840

1840 Director North American Trust and Banking  
Company 47 Wall Street, New York City

354

# Richard Everett Dwight

1928

Sep 29, 1951 (Obit NYT)

Richard Everett Dwight, senior partner in the law firm  
of Dwight, Royall, Harris, Koegel Caskey, 100  
Broadway

355

# Thomas L. Ennis

1938 to 1952

Born 1892? Died October, 1952

Madeline Clark Smith, wife died September 1940.

Appointment of Thomas L. Ennis as general counsel of the Delaware Hudson Railroad Corporation to succeed H.T. Newcomb, vice president and general counsel, who is about to retire, was announced yesterday by L.F. Loree, president. The change will take place. December 30, 1934 (The New York Times)

1938 Elected to Board of Managers

Residence , 687 Madison Avenue, NYC.

356

# Daniel B. Fearing

1852 to 1858

357

# John Ferguson

1834 to 1842



1815 mayor of New York, and afterward naval officer of that port.

358

# Emanuel C. Gersten

1928



359



# William L. Gillespie

1928 to 1949

1914 Assistant cashier National Commerce Bank, Albany, NY  
August 20, 1949  
WILLIAM GILLESPIE, ALBANY BANKER, 68; Ex Head of Stat Association. He was also a trustee of the Home Savings Bank and a director of the Delaware and Hudson Company and the Delaware Hudson Railroad Corporation. (New York Times)

360

# Oliver De Forest Grant

1866 to 1869

**Death of O. DeF. Grant.**  
Mr. OLIVER DE FORREST GRANT, President of the "Grant Locomotive Works" at Paterson, N. J., died on Thursday last. He was among the most enterprising and highly-esteemed citizens of Paterson. A meeting of the employees of the locomotive works was held yesterday, H. B. WHITE in the chair, when resolutions were adopted eulogizing the deceased for his urbanity and uniform kindness to those in his employ, and sympathizing with the bereaved family and the community of Paterson in their loss.

November 27, 1869 New York Times

Born ?? Died November 21, 1869  
At No. 11 Union Square, lived Oliver DeForest Grant, who, with William Barton, in 1834, formed the firm of Grant & Barton, well known for many years throughout the United States.  
The New Yorker" dated March 11, 1837. It announces the wedding of Mr. O. D. Forest Grant to Miss E. Adeline, daughter of Richard Suydam.

President Grant Locomotive Works, Patterson, NJ.

Director Fourth National Bank of New York City  
1864  
Col. During Civil War  
Sons  
Richard Suydam Grant  
James Henderson Grant, died April 13, 1880  
David Beach Grant

361

# Richard Suydam Grant

1886 to 1894

1900 to 1912

GRANT.—At his residence, 11 Gramercy Park, on Monday, Dec. 16, R. Suydam Grant. Notice of funeral hereafter.

December 17, 1912 New York Times

Born 1840? Died December 16, 1912, aged Seventy two years. He was born in New York, and was one of four brothers  
Son of Oliver DeForest and E. Adeline (Suydam) Grant.  
Residence 11 Gramercy Park  
Captain, Company H, 22<sup>nd</sup> regiment New York, during the Civil War.  
Trustee New York Life Insurance.  
Director Grant Locomotive Works, Chicago, Illinois  
Class of 1860 City University of New York City College.  
Became a Manager of the Company on April 28, 1886

362

# James M. Halsted

1859 to 1888

James W. Halsted, who died yesterday morning at his residence, 18 West Seventeenth-street, was born May 5, 1808, at Newton, Sussex County, N. J. When he was 15 years old Mr. Halsted came to New-York and entered as clerk the well-known firm of Halsted, Haines & Co., in which later he became the senior partner. In 1855 he retired from business, but two years after, at the urgent request of his many friends, he accepted the Presidency of the American Fire Insurance Company and held it up to the time of his death. He was a Director of the Equitable Life Insurance Company from the time of its organization and was also a Director of the Mercantile Trust Company and of the Delaware and Hudson Canal and Coal Company. His name was among the 70 members of the Citizens' Investigation Committee who exposed the rascality of the Tweed ring. For many years he served as a member of the Board of Education, and for the last 30 years was manager of the House of Refuge. He was one of the early members of the Union League Club and one of the Elders of the Fifth-Avenue Presbyterian Church. He leaves a widow and two sons. The funeral will take place Monday afternoon at Dr. Hall's church, in Fifth-avenue, and the burial will be at Greenwood Cemetery Tuesday.

March 23, 1888 New York Times

American Fire insurance company of New York City, the original officers of the company were James M. Halsted, president, and Frederick W. Downer, secretary. President Halsted remained at the head of the American until the date of his death, March 21, 1888.

Residence 18 West 17<sup>th</sup> Street NYC

Veteran, Company H, Seventh Regiment

Relative of: William M. Halsted

363

# William Mills Halsted

1831 to 1857

b. August 30, 1826 in New York City,. He engaged in mercantile pursuits there, and is one of the firm of Halsted, Haines, & Co., importers and jobbers of dry goods.

Son: William Mills Halsted Jr., married Mary Louisa Haines, of New York, daughter of his partner. Professor of surgery, Johns Hopkins University

Co-founder of the firm of Halsted, Haines & Co., 77 Pearl Street, Dry Good dealers.

1840 net worth \$ 250,000

Relative of: James M. Halsted

364

# Adolphus Hamilton

1880 to 1882

The late Adolphus Hamilton, who died at Poughkeepsie on the 20th inst., was long and widely known in business and social circles both in New-York and in New-Orleans. He was born in Broad-street, in this City, in 1818, and was a son of James K. Hamilton, who was for many years a member of the importing house of Palmer & Hamilton, and afterward President of the old Dry Dock Bank. In his early youth Adolphus Hamilton was employed in the dry goods business in New-York, but at about the age of 25 removed to New-Orleans, where he engaged in banking and cotton commission. He was speedily recognized as one of the leading business men of the place, and became a Director of several prominent financial corporations. He continued the same business on a very large scale for over 20 years. At the outbreak of the rebellion Mr. Hamilton removed from New-Orleans, and, after sojourning for a time in Europe, settled at Poughkeepsie, in the house built by the late Charles Macy. He engaged in no active business, but, in addition to the ordinary pursuits of country life, gave much attention to the affairs of certain corporations in which he was interested, and especially of the Second-Avenue Railroad Company and the Delaware and Hudson Canal Company, in which he was a Director at the time of his death. In his private life Mr. Hamilton was very generally known as combining the strictest integrity and the most unswerving fidelity to principle with a genial and sympathetic disposition and a never-failing fund of humor which made him a favorite with all who knew him. In the discharge of his public duties of whatever character he applied the same high standards which always characterized him in his private affairs, and to the trusts imposed in him as an officer of the corporations with which he was identified he gave an unusual measure of faithful and conscientious attention.

August 26, 1882 New York Times

Born 1818 Died August 20, 1882

365

# Chauncey H. Hand

1960

New York bankruptcy lawyer

January 27, 1960

The election of Chauncey H. Hand as a director of the Delaware and Hudson Company and of its subsidiary, the Delaware and Hudson Railroad. (New York Times)

366

# Abraham Joseph Hasbrouck

1825 to 1826



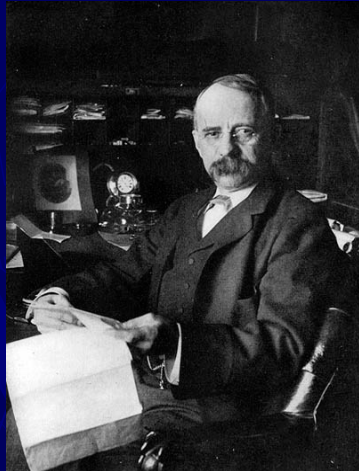
Abraham Joseph Hasbrouck (October 16, 1773 "Guilford" in Ulster County, New York, - January 12, 1845 Kingston, New York) was a United States Representative from New York.

He was privately tutored and moved to Kingston in 1795, engaging in mercantile pursuits. He was one of the incorporators of the Delaware & Hudson Canal, and was appointed by Governor Jay as first lieutenant of Cavalry. He was organizer and director of the Middle District Bank of Kingston and served in the New York State Assembly in 1811. Hasbrouck was elected as a Democratic-Republican to the Thirteenth Congress, holding office from March 4, 1813 to March 3, 1815; he was not a candidate for re-nomination in 1814, and engaged in freighting goods to New York City by water. He was a member of the New York State Senate in 1822, and in 1845 died in Kingston. He was buried at the Albany Avenue Cemetery. Hasbrouck's cousin, Abraham Bruyn Hasbrouck, was also a U.S. Representative from New York.

367

# Edward Henry Harriman

1903 to 1909



Born February 20, 1848 Died September 9, 1909

Was a wealthy railroad executive. He was born on Long Island in New York. The son of Orlando Harriman, an Episcopal clergyman, and Cornelia (Neillson) Harriman. His great grandfather, William Harriman, emigrated from England in 1795 and engaged successfully in trading and commercial pursuits.

As a young boy, Harriman spent a summer working at the Greenwood Iron Furnace in the area owned by the Parrott family that would become Harriman State Park. Due to tight family finances, he had to quit school at age 14 to take a job as an errand boy on Wall Street in New York City. His rise from that humble station was meteoric. By age 22, he was a member of the New York Stock Exchange. And, by age 33, he focused his energies on acquiring rail lines.

In 1879 he married Mary Williamson Averell, the daughter of William J. Averell, a banker of Ogdensburg, New York, who was president of the Ogdensburg & Lake Champlain Railroad Company. This relationship aroused his interest in up-state transportation and two years later his career as a re-builder of bankrupt railroads began with a small broken-down railroad called the Lake Ontario Southern which he renamed the Sodus Bay & Southern, reorganized, and sold with considerable profit to the Pennsylvania.

In 1885 Harriman learned that the 7863-acre (31.8 km<sup>2</sup>) Parrott family estate was for sale. He bought it for \$52,500 and named it Arden (now a hamlet in Tuxedo, New York). Over the next several years he purchased an additional twenty thousand

# Edward Henry Harriman (continued)

Harriman was nearly fifty years old when in 1897 he became a director of the Union Pacific Railroad. By May 1898 he was chairman of the executive committee, and from that time until his death his word was law on the Union Pacific system. In 1903 he assumed the office of president of the company. From 1901 to 1909, Harriman was also the President of the Southern Pacific railroad. The vision of a unified UP/SP railroad was planted with Harriman.

At the time of his death Harriman controlled the Union Pacific, the Southern Pacific, the Saint Joseph and Grand Island, the Illinois Central, the Central of Georgia, the Pacific Mail Steamship Company, and the Wells Fargo Express Company. Estimates of his estate ranged from \$200 million to \$600 million. It was left entirely to his wife.

In 1899, Harriman financed and accompanied a scientific expedition to catalog the flora and fauna of the Alaska coastline from its lush southern panhandle to Prince William Sound. Among the scholars who joined him were John Burroughs, John Muir, George Bird Grinnell, Louis Agassiz Fuertes, Edward Curtis, Trevor Kincaid, Albert Fisher, Robert Ridgway, Charles Keeler, Frederick Coville, Frederick Dellenbaugh, William Emerson Ritter and Clinton Hart Merriam. They made the trip on a luxuriously refitted 250-foot steamer called the "George W. Elder."

The Union Pacific Harriman Dispatch Center in Omaha, Nebraska is named for Edward H. Harriman

TURNER, N.Y., Sept. 11. -- Edward H. Harriman, who died at his country home, Arden House, on Wednesday, will be laid at rest to-morrow afternoon in the village churchyard at Arden. All arrangements have been perfected. September 12, 1909 (The New York Times)

# E. Roland Harriman

1921 to 1977



E. Roland Harriman (born Edward Roland Noel Harriman on December 24, 1895 in New York City - died on February 16, 1978 in Arden, New York) was a financier and philanthropist. For those who were very close to him, his nickname was "Bunny". He was the youngest of five surviving children of Mary Williamson Averell and Edward Henry Harriman, a financier and executive of the Union Pacific Railroad and the Southern Pacific Railroad. Among his siblings was W. Averell Harriman, the financier and government official, four years his senior. Edward H. Harriman's estate was substantial, variously estimated between \$70 million and \$100 million upon his death in 1909. Harriman was educated at Groton School, from which he graduated in 1913, and Yale University (B.A., 1917), where he was a friend and a member of Skull & Bones with his classmate Prescott Bush. He married Gladys C. C. Fries on April 12, 1917, and they had two children. During World War I, Harriman served for ten months as an inspector with the rank of lieutenant in the United States Army Ordnance Department. Stricken with pneumonia and influenza, he was honorably discharged in January 1919. After regaining his health in California, he joined the Merchants Shipbuilding Corporation that November, a firm in which his brother Averell had an interest. In 1922, Harriman joined W. A. Harriman Company, investment bankers in New York City, and the following year, he became vice-president. In 1927 the two brothers formed the banking firm Harriman Brothers and Company. In 1931 the firm was merged with Brown Bros. & Co., with Roland as vice-president. Headquartered on Wall Street, Brown Brothers Harriman started with nine partners and about two hundred employees. The firm performed specialized banking services for customers, mainly medium-sized corporations: it was not a member of the Federal Reserve System or the Federal Deposit Insurance Corporation. In 1968, Harriman and three other senior partners at Brown Brothers (Robert A. Lovett, secretary of defense under President Harry Truman, Prescott Bush, former senator from Connecticut, and -- all Yale men -- moved "upstairs," literally and figuratively, to make way for the younger partners, one of whom was Robert Roosa, former undersecretary of the Treasury. In 1975, a few years prior to Harriman's death, there were twenty-nine partners and approximately one thousand employees. Harriman was a conservative Republican. An advocate of balanced budgets, he wrote articles on the subject for the Saturday Evening Post and the Review of Reviews in 1935; his speech on WEA radio in August 1937 on the topic was reprinted in Vital Speeches of the Day (September 15, 1937). His brother was a Democrat who served under the Truman administration and was governor of New York. Harriman followed the philanthropic example of his parents. He and his wife established the Irving Sherwood Wright professorship in geriatrics at New York Hospital-Cornell Medical Center and provided funds for cardiovascular research at the hospital. He joined the American Red Cross as a member of the board of governors in 1947, helped reorganize it after World War II, served as manager for the organization's North Atlantic area from 1944 to 1946, was its vice-president and national annual fund appeal chair in 1949, and was appointed its president by President Truman. In 1970, he succeeded General George Marshall in 1950. President Dwight Eisenhower reappointed him president in 1953. His other philanthropic board memberships included that of the American Museum of Natural History, for which he was also treasurer.

# William A. Harriman

1917 to 1921



# Irada Hawley

1842 to 1852

**HAWLEY.**—The remains of the late Mr. IRAD HAWLEY having arrived from Rome, Italy, funeral services will take place at his late residence, No. 47 5th-av., on Monday, the 30th inst., at 3 P. M., preparatory to their interment in Greenwood. Relatives and friends of the family are respectfully invited to attend.

October 30, 1865 New York Times

b. d. October, 1865

Married: Sara Holmes d. January 5, 1891

Italianate brownstone mansion, 47 Fifth Avenue, a rare extant example of those that once lined lower Fifth Avenue; built in 1853 for the president of the Pennsylvania Coal Company, Irad Hawley  
1840 net worth \$ 150,000

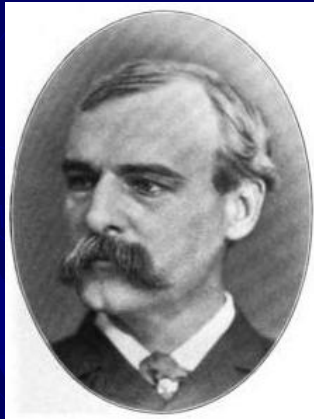
August 2, 1853, Lucy Ann Hawley, wife of Joseph R. Skidmore, and daughter of Irad Hawley, aged 31 years. funeral on Wednesday afternoon, Aug 3, at 3 P. M., from the residence of her father, No 21 Rutters Place.

Son, Henry Eugene b. June 24, 1838 d. February 10, 1899

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# Richard Somers Hayes

1897 to 1905



Born in Philadelphia on October 12th, 1845. He was of a family which had for several generations been actively connected with the Navy and Merchant Marine, and several of his ancestors had commanded vessels with credit, in both services. Aside, however, from a brief term of service with the Philadelphia City Troop, when that organization was on duty during the latter part of the Civil War, Mr. Hayes, from the time of his graduation from the University of Pennsylvania in 1864, devoted himself to engineering, and more particularly to railway work. Entering Grant's Locomotive Works, at Paterson, New Jersey, in 1864, as an apprentice, he worked there during 1865 and 1866, rising to the position of draftsman, and doing some boiler designing work in the latter year. The intimate knowledge of locomotive design and construction which he obtained there was most useful to him when, a few years later, he came into the management of large railway properties in the Southwest. During 1867 he was Deputy United States Boiler Inspector for the Northern part of New Jersey. Beginning in 1868 his strictly civil engineering experience, he was successively: Assistant Engineer on the Erie Railroad, under John Houston, then the Chief Engineer of that road, and was later in charge of the construction of the Weehawken Coal Docks, and, after having been with the American Bridge Works as draftsman for a short time, he opened an office in Paterson as a Civil and Mechanical Engineer. At this time he did considerable work for the various water companies and mills in the vicinity of Paterson. In 1870, when only twenty-five years of age, Mr. Hayes went to Texas as Chief Engineer and General Manager of the Texas and New Orleans Railroad, then in the hands of a receiver, and partially rebuilt the road during that year.

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# Richard Somers Hayes (cont.)

Railroad building was brisk in Texas at this time, and for the next ten years Mr. Hayes led a very active life. Late in 1870 he went to the International Railroad as Principal Assistant Engineer, and, becoming Chief Engineer in May, 1871, he completed 175 miles of that road. Becoming Engineer of Construction for the Eastern half of the Texas and Pacific Railroad, under General J. M. Dodge, in October, 1872, he was appointed Chief Engineer of this road the following fall. In 1874 Mr. Hayes was appointed Chief Engineer of the International and Great Northern Railway; six months later he became General Manager, and Vice-President in 1875. He became Receiver in 1878, and, two years later, President of the road. During these several changes of title Mr. Hayes continued to act as Chief Engineer, and, in addition to the work on the International and Great Northern Railway, he completed the Texas and New Orleans Railroad in 1874. In all, during the ten years, 1870 to 1880, Mr. Hayes acted as Chief or Consulting Engineer on about 1500 miles of railroad in the Southwest. During June, 1881, Mr. Hayes was elected Vice-President of the Gould Southwestern System, then comprising the Missouri Pacific, Missouri, Kansas and Texas, Texas and Pacific, St. Louis, Iron Mountain and Southern, and the International and Great Northern Railways. In this position he handled successfully the operation of this system for the next five years, and, in addition, was in 1883 elected First Vice-President of the Wabash Railroad. During this time he made his home in St. Louis. Late in 1885 Mr. Hayes resigned from the Vice-Presidency of the Gould System, although remaining a Director therein for some time longer, and, after a trip abroad, moved to New York and took up a less active life in that city. Although a director of various railways and other large properties, and giving more than the usual knowledge and attention to them, Mr. Hayes' desire for more active work led him in 1888 to accept the Presidency of the St. Paul and Duluth Railroad, which he retained until its sale and incorporation with the Northern Pacific in 1900. During his administration he remodeled the grade system and greatly improved the property.

Mr. Hayes was also President of the New York and Northern Railway from the close of its receivership, about 1888, to its sale to the New York Central in 1892. He was also one of the receivers of the Georgia Central Railroad until its reorganization in 1895. In 1895, when the reorganization of the Atchison, Topeka and Santa Fe Railway System was undertaken, Mr. Hayes was one of the prominent members of the Reorganization Committee, and was elected a Director of this System in 1895. From that time forward he served on the Executive Committee of the Board of Directors, and took a leading part in shaping the policy of the railroad until ill health forced him to resign from the Executive Committee in 1904, although he still remained a member of the Board until his death. Mr. Hayes had highly developed that faculty most important to the successful railway man, the ability to master and remember details, while not letting them obscure his view of matters of larger importance. His training and inclination caused him to be always arrayed with those whose aim was to build up and increase the efficiency of whatever property with which they were dealing, and, to this, much of his success was due. He also had the faculty of inspiring an active loyalty in his subordinates, and was personally very highly esteemed by his business associates. Fond of outdoor sports, and with that spirit which retains much of its youth, Mr. Hayes numbered among his friends rather more than is usual of the younger people. Living in recent years much of the time at his country home, Millbrook, Mr. Hayes, with Mrs. Hayes, who survives him, entertained simply but delightfully their large circle of friends. In 1903 Mr. Hayes made a trip to the German Baths and up the Nile in hopes of shaking off a stubborn illness. In this he was unsuccessful, and, after his return, he was an invalid up to the time of his death, which took place in his New York home on March 2, 1905. Residence, 30 East 51<sup>st</sup> Street and 32 Nassau Street. Director Guaranty Trust Company New York Director Long Island Railroad Director Brooklyn Rapid Transit Company Until 1905 Director AT&SF Railway Company Director East River Gas Company. Great grandnephew of John Barry, Captain in the Continental Navy, commanding successively the frigates Raleigh and Alliance.

374

# William S. Herriman 1844 to 1867

1824 Partner in Herriman, Olmstead & Co.  
William S. Herriman & Company  
1840 net worth \$ 100,000.  
1852 Director Fireman's Insurance Company, 59  
Wall Street NYC  
1859 Director Eagle Fire Insurance Company NYC

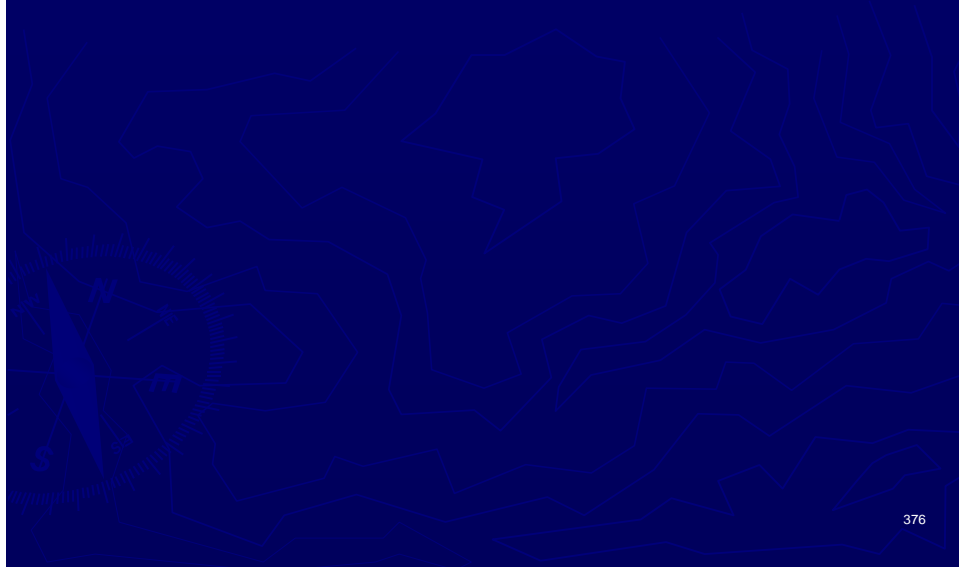
Son: Stephen H. Herriman b. 1825 d. Nov. 1892,  
Second President Long Island Bank.

375



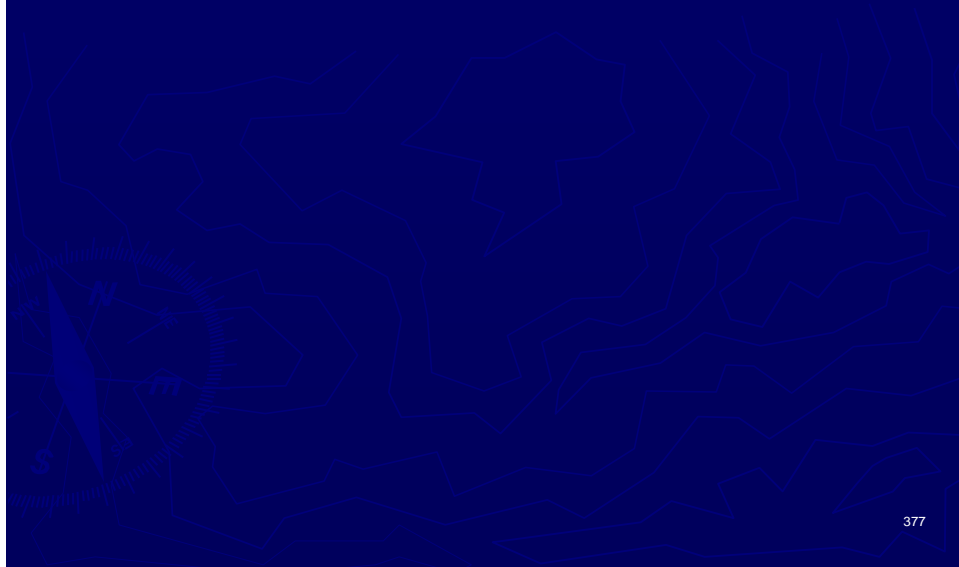
# William C. Hickok

1838 to 1845



# Cyrus Hitchcock

1845 to 1848



# John Hitchcock

1831 to 1832

Number 10 Bond street was for fifteen years the home of another old merchant, John Hitchcock, who was in the hardware business at 58 Pearl Street and 134 Front Street. The firm was John Hitchcock and Son, the latter being John C. Hitchcock. In 1825 he was assistant alderman from the fourth ward. Before John Hitchcock came to Bond street, in 1829, he lived at 40 Rose Street.

378

# Silas Holmes

1840 to 1861

OBITUARY.  
DEATH OF CAPTAIN SILAS HOLMES.  
The death of this well known citizen and greatly respected "son of the sea" took place yesterday morning at East Greenwich, Rhode Island, at which place the deceased had spent the principal part, if not the whole, of last summer in the company of his friends there residing. He had been for some length of time in very feeble health, and his death had been daily expected by his friends, as he was far advanced in life, being in the 76th year of his age:—  
Captain SILAS HOLMES was one of the leading shipping merchants of this city for many years. He first commenced his maritime career "before the mast," and during that period of his life, when he served as a "common seaman," he not only gained credit for his industry and energy of character, but also for his integrity, as may be judged from the following little anecdote related by one of his oldest acquaintances:—On one occasion, when the seamen of the vessel to which he belonged were being paid off the old Quaker gentleman who owned the vessel (and who was always remarkable for his scrupulousness in settling the accounts of the men who worked it, in most cases making out the accounts himself), seeing the deceased among the parties to be paid, said to him, "Silas, thou must make out thine own account," and paid him according to it; which action, on the part of the old gentleman, was considered the greatest mark of confidence ever shown to any in his service.  
In 1818, the deceased, who had worked his way up by his indomitable energy and perseverance, was appointed to the command of the ship Remittance, which was one of the vessels plying between this city and Liverpool. This vessel, during one of the voyages, unfortunately sprang aloft and sunk at sea; but as it was laden with retail stores, there was no jeopardy of life during the misfortune. In the year 1820, he, in company with JAMES W. RUSSELL, built the Phoebe Ann, a brig, which he commanded. This brig may be said to have been the pioneer of all the packets between this city and New Orleans. This vessel he was captain of for three years, and when he gave up the command, it may be said, without exaggeration, that he was completely driven from the sea, and made to live on shore by the underwriters and marine insurance offices in Wall-street. When plying between this city and New Orleans, it is said that, in the energetic desire of making quick passages, he was far too anxious, and ran the vessel aground more than once. When called upon by the "officers" to make an explanation, he is said to have replied to their interrogatories in somewhat of the following strain:—"By this accident I have learned nothing more than I knew before. I was previously aware that at any time I might run aground, very likely in or near the spot where I did, and I also know that I am very likely to do exactly the same thing in my next voyage." This set somewhat of a prejudice against him afloat, which resulted in his being compelled to retire from the sea; and which, like many other apparent misfortunes, was the very thing that helped to make his fortune. In 1823, he commenced the new line to New Orleans, and purchased the ship Crawford and others. In this line he was very successful up to the time when he sold out the business to the present owners, W. NELSON & CO., which was in the year 1840. In 1837, at the time of the commercial panic, he was compelled by his connection with some outside matters to suspend payment, and compromised with his creditors for fifty cents on the dollar. He, however, subsequently paid up the whole hundred. It is said that some of his then friends told him he might have easily gone on with his business without suspension, but he deemed otherwise; and, rather than risk the chance of an entire failure, and a greater loss to his creditors, he suspended. He also was em-

nected in the ownership of the first successful screw-lifting dock in this city, which dock, although for many years a source of many difficulties, still ultimately was a means of realizing great profits. He further was one of the directors of the Delaware and Hudson Canal Company, and it is owing in a great measure to his indefatigable energy that it became so successful. He not only made money himself in this concern, but he was the means of preventing many from selling out when the stock was very low, who would otherwise have done so to their future regret; at least they do not now feel sorry at having retained their shares. For many years he had retired into complete private life, and but little is known of him during that period outside of his own family. The deceased was for many years a prominent member of the "Old Brick Church," in Rockman-street, and was so when that edifice was taken down; but when the removal of that congregation to Murray Hill and the erecting of the new building there took place, he transferred his church relation to Dr. McElroy's. He resided for some length of time at 48 Bond-street, to which house his body was removed, and from whence his funeral took place.  
The deceased is said to have died worth at least, if not over, a quarter of a million of dollars. He was considered to be in his business relations during life a man of strict probity, and in his moral relations as estimable as could be desired by the most stringent Puritan. As a shipmaster he was unequalled, and was much respected by both passengers and crew. As he was a man of intellect and education, he was deemed by his passengers (who were mostly members of Congress and the first men of the time) as an equal in every way; and as he was very affable and pleasant in his manner, he won their esteem as well as their respect during the voyage. Although a married man, he never had any children, but his nephews and nieces were considered by him as such. Among them are some of the most important of our present merchants, and the late well-known WILLIAM HAZARD, of New Orleans, who perished from the ravages of the cholera in 1832, was one of his nephews. The deceased was a man of strong will and determination, and when he once set his mind on any course of action he was not to be frightened from it, nor would he flinch from apparent difficulties in the way. At one time, when an inveterate slave to the use of tobacco, both in smoking and chewing, he made up his mind to abandon it, and not all the persuasions of his friends or their statements of evil results of his sudden leaving it off, could make him refrain from immediately doing so. There are several anecdotes current about the evidences of his strong will, among which is the fact that, in consequence of one of the merchants, who had been in the habit of sending good by his vessels, saying continually "he would not send any longer by him," if so and so did not take place, he one day surprised him by refusing to carry the goods at all, stating to the merchant, when he inquired the reason of his so doing, that, as he had so often said he "would not send by him," he would keep him at his word, and he "should not do so." And a great length of time elapsed before he could be persuaded by his most intimate friends, and even the offering of the most abject apology by the offending merchant, to allow the goods to be sent by his vessels. He was well known by the shipping and other merchants, and his death is much regretted by many.

Merchants Magazine July through December 1860 379

# Silas Holmes (cont)

1840 to 1861

Born 1785 Died October 27, 1860

Married Alice Arnold of East Greenwich, Rhode Island. She was born in East Greenwich on November 22, 1782, to Alice Gardner Wilcox and Colonel William Arnold, a member of a prominent Rhode Island family who had served in the Revolutionary War On June 7, 1807, at the age of twenty five, Alice Arnold was married to Silas Holmes, the son of Louise Fox and Silas Holmes of Stonington, Connecticut. Alice Holmes died in East Greenwich, on September 8, 1866, and was buried with her husband in the New York Marble Cemetery at 43 Second Avenue

No. 48 Bond Street, in 1840, became the residence of Captain Silas Holmes, president of The Screw Dock Company, who had lived for some time at 16 Beach street, on the northwest corner of Varick street, facing St. John's park. Silas Holmes owned a line of packets to Europe, and had himself been a sea captain in earlier years, hence the title by which he was familiarly known.

1840 net worth \$ 150,000.

380

# Philip Hone

1825 to 1851

He with his brother John, now deceased, were famous Auctioneers in their day. John died immensely rich, and Phillip has met with losses. They were sons of a respectable baker of Dutch descent, and received from him a large inheritance. Phillip has been Mayor of the city, and distinguished as a politician of the whig party. He is now President of the American Mutual Insurance

Co. 1840 net worth \$ 100,000.

381

# Robert S. Hone

1875 to 1886



D&HCCo locomotive #34 Robert S. Hone

Born ? Died October, 1898

Son of: Philip Hone, first President D&HCCo.

Married: November 28, 1842, Eliza Rodmen Russell, Born April 12, 1819 Providence, Rhode Island, Died November 27, 1876, NYC, , daughter of Charles Handy Russell.

Sons:

Charles Russell, m. Josephine Hoey d. January 24, 1899, worked

For Brown Brothers, NYC.

Robert Hone

President Republic Fire Insurance Company

Corner Wall and Williams Streets No. 10 and 11 ground floor.

NEWPORT, Oct. 20.—The funeral of Robert S. Hone occurred at Trinity Church this morning in the presence of many relatives and friends, a number coming from New York. The remains rested in a heavy black broadcloth-covered casket, which was banked with floral offerings. The service of the Episcopal Church was conducted by the Rev. Emory H. Porter, pastor of Emmanuel Church, Newport, assisted by the Rev. H. M. Stone, pastor of the Berkeley Memorial Church, Middletown. A quartet sang several hymns, and the remains were conveyed to the Island Cemetery and there interred next to those of Mr. Hone's wife. Among the cottagers present were Cornelius Vanderbilt, Henry A. C. Taylor, Frederick Sheldon, Senator Wetmore, A. S. Almon, William R. Travers, John Hone, Julian T. Davies, Thomas J. Gibson, Philip Dewling, Stuyvesant Leroy, Edward K. Wharton, A. O. D. Taylor, P. S. G. D'Hauteville, John N. A. Shawbold, Edward T. Porter, Daniel B. Peabody, Col. Edward M. Nellis, the Rev. Dr. Gilliat, Charles H. Russell, Charles Russell Hone, Jr., and Mr. Auchincloss.

October 30, 1898 New York Times

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# William Jones Hoppin

1868 to 1877

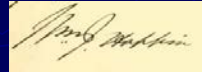
Diplomatist, born in Providence, Rhode Island, 21 April, 1813. He studied at Yale and at Middlebury college, Vermont, where he was graduated in 1832, and then pursued the law course at Harvard, obtaining the degree of LL.B. in 1835. He frequently visited Europe, contributed articles on art subjects to American and European periodicals, and edited the "Bulletin" of the American art union. He also wrote several dramatic pieces, which were acted. He was one of the founders of the Century association, usually called the Century club, of New York, in 1846. From 1876 to 1886 he was secretary of the United States legation at London, at various times acting as charge d'affaires.—His brother, Thomas Frederick, artist, born in Providence, Rhode Island, 15 August, 1816, early showed artistic talents, and studied in Philadelphia, and in Paris under Delacroix. After his return to the United States, in 1837 he took up his residence in New York city, where he made the designs of the four evangelists which compose the great chancel window of Trinity church. A figure of a dog that was modeled by him is supposed to have been the first piece of sculpture cast in bronze in the United States. He has produced statues and groups in plaster; also many etchings in outline and other pictures illustrating American life and history, and has drawn and engraved on wood.—Another brother, Augustus, artist and author, born in Providence, Rhode Island, 13 July, 1828, was graduated at Brown in 1848, studied law, and practiced for a short time in Providence, but his love of art impelled him to abandon the law. After spending the years 1854 and 1855 in study and observation in the galleries of Europe, he returned to the United States, devoted himself to drawing on wood, and by his spirited and graceful rendering gained a high reputation as an illustrator of books. Among the works for which he drew designs are "The Potiphar Papers" (1853) "Nothing to Wear" (1857), one of the earliest publications of George W. Carleton, for which the publisher began to draw the designs, but turned them over to his friend, Mr. Hoppin, who made the drawings on wood. "Mrs. Partington's Sayings," and "The Autocrat at the Breakfast Table." His first publication was a brochure, entitled "Carrot Pomade," with illustrations (New York, 1864). After a journey to Europe and the east in 1871 he published a series of illustrated sketch books, bearing the titles "On the Nile" (Boston, 1871), "Ups and Downs on Land and Water" (the European Tour in a Series of Pictures), (1871), and "Crossing the Atlantic" (1872). During the Boston musical festival he was the artist for a series of illustrated papers entitled "Jubilee Days," which were afterward collected into a volume (1872). His other books are a humorous illustrated volume called "Hay Fever" (1873); a work of fiction called "Recollections of Auton House," with illustrations by the author, under the pen-name of "C. Auton" (1881); "A Fashionable Sufferer," also illustrated (1883); and "Two Compton Boys" (1885). He is also the author of an anonymous romance "Married for Fun" (Boston, 1885).—Their cousin, William Warner, governor of Rhode Island, born in Providence, Rhode Island, 1 September, 1807, was graduated at Yale in 1828, and at the law school in 1830. After serving in the municipal boards of Providence he was sent to the state senate in 1853, and in 1854 was elected governor. He was re-elected in 1855 and 1856, and was nominated for a fourth term, but declined. In 1856, when assured of election to the United States senate, he withdrew in favor of his friend, James F. Simmons, and in 1858 he was a candidate for the same office, but was defeated by Henry B. Anthony. He was a delegate to the peace conference in 1861, and in 1866 he was again returned to the state senate. While a member of that body he

procured the passage, against much opposition, of the ten-hour law for labor. He became a register in bankruptcy in 1872, and in 1875 sat in the lower house of the legislature. Many of his speeches and messages have been published. William Warner's brother, James Mason, educator, born in Providence, Rhode Island, 17 January, 1820, was graduated at Yale in 1840, studied law at the Harvard law school, where he was graduated in 1842, and then theology at the Union theological seminary in New York, and at Andover seminary, being graduated at the latter institution in 1845. He pursued the study two years longer at the University of Berlin, under Neander, traveled for a year in Germany, Greece, and Palestine, and from 1850 till 1859 was pastor of a Congregational church in Salem, Massachusetts. In 1861 he accepted the chair of homiletics and the pastoral charge in Yale. During the first two years of his professorship he acted as pastor of the college church, and in 1872-'5 lectured on forensic eloquence in the law school. In 1879 he resigned the chair of pastoral theology in order to assume that of the history of art. In 1880 he taught homiletics in the Union theological seminary, New York city. He received the degree of D. D. from Knox college, Galesburg, Illinois, in 1870. Professor Hoppin is the author of "Notes of a Theological Student" (New York, 1854); "Old England, its Art, Scenery, and People" (Boston, 1867); "Office and Work of the Christian Ministry" (New York, 1869); "Life of Rear Admiral Andrew Hull Foote" (1874); "Memoir of Henry Armit Brown" (Philadelphia, 1880); "Homiletics" (New York, 1881); and "Pastoral Theology" (1884). The last two are the divisions of his work entitled "The Office of the Ministry," revised and re-written. He has also contributed numerous articles to the "Bibliotheca Sacra," and to the New Englander."

Lived at: 362 Fourth Street, NYC

—William Jones Hoppin, a former Secretary of the United States Legation at London, died yesterday, at Providence, R. I.

September 4, 1895 New York Times



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# Charles Evans Hughes, Jr.

1928 to



Born November 30, 1889 Died January 1, 1951 was the United States Solicitor General in 1929-1930.

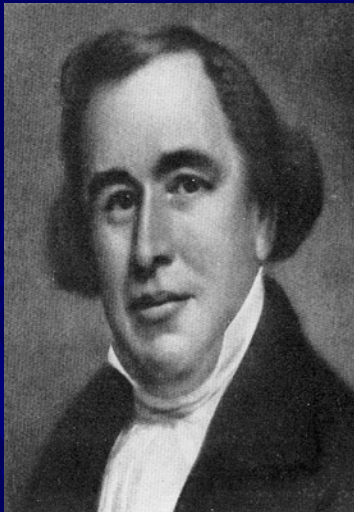
As a young man, Hughes was an honor graduate of Brown University and the Harvard Law School, serving as the editor of the prestigious Harvard Law Review during his third and final year there. Admitted to the bar in 1913, Hughes was secretary to New York Judge (and future Supreme Court of the United States Justice) Benjamin N. Cardozo from 1914 to 1916. In 1914 Hughes was married to the former Marjory Stuart. After practicing corporate law briefly, Hughes joined the United States Army as a private shortly after U.S. entry in to World War I. Serving in field artillery, he was eventually commissioned a second lieutenant. Upon returning from the war, Hughes resumed the practice of primarily corporate law. Hughes practiced in the firm founded by his father, Charles Evans Hughes, Sr., then known as Carter, Hughes & Cravath (now known as Hughes Hubbard & Reed). Appointed Solicitor General by Herbert Hoover, Hughes was compelled to resign when Hoover nominated Hughes' father to be Chief Justice of the United States, in order to avoid conflict of interest. Hughes re-joined Carter, Hughes & Cravath. He also served on the board of directors of New York Life Insurance Company, 1930-1934. Hughes was the father of the noted historian and activist H. Stuart Hughes, and Charles Evans Hughes, III, an architect, and two daughters, Helen Hughes and Marjory Bruce Hughes.

Judge Learned Hand once observed that Charles Evans Hughes, Sr., was the greatest lawyer he had ever known, "except that his son was even greater."

384

# John Hunter

1825 to 1831



Born ? Died 1852

March 8, 1825 - The Hon. John Hunter, a wealthy and notable Pelham, NY resident, is elected as one of the original thirteen directors of The Delaware and Hudson Canal Company.

385

# James Hazen Hyde

1904 to 1906



Born 1876 Died July 1959 Was the son of Henry Baldwin Hyde, the founder of The Equitable Life Assurance Society of the United States. James Hazen Hyde was twenty-three when he inherited the majority shares in the billion-dollar Equitable Life Assurance Society in 1899. Five years later, at the pinnacle of social and financial success, he set in motion the first great Wall Street scandal of the twentieth century, which resulted in his loss of the vice-presidency of The Equitable, and his remove to France.

On the last night of January 1905, James Hazen Hyde gave one of the most fabulous costume balls of the Gilded Age. Falsely accused through a media smear campaign initiated by board directors E. H. Harriman, Henry Clay Frick, J.P. Morgan and company President James Waddell Alexander of charging the \$200,000 party to his company. Hyde soon found himself drawn into a maelstrom of allegations of his corporate malfeasance. The shocking revelations almost caused a Wall Street panic, and resulted in an investigation of the entire insurance industry by the State of New York.

James H. Hyde, Vice President of the Equitable Life Assurance Society, has been elected a member of the Board of Managers of the Delaware and Hudson Company. ( January 31, 1904 New York Times)

386

# Thomas S. Hyland

1968

Born December 8, 1917 Died September 7, 1991  
April 5, 1968

Thomas S. Hyland Mr. Hyland, 50 years old, is a director of the Philadelphia and Reading Corporation and on the board of the Delaware Hudson Railroad Corporation. (New York Times)

387

# William H. Ireland

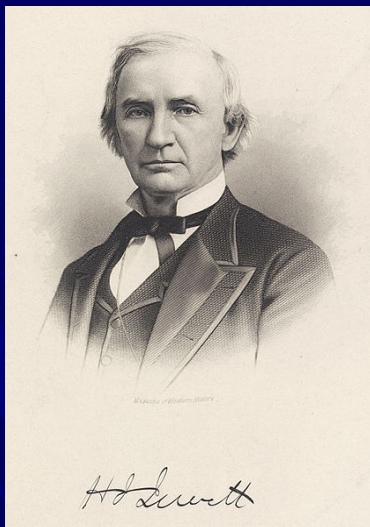
1826 to 1831

1840 net worth \$ 100,000.

388

# Hugh Judge Jewett

1881 to 1886



Born 1817 Died 1898

Was president of the Erie Railroad from July 1874 to October 1884. At the beginning of his tenure the railroad was reorganized as the New York, Lake Erie and Western Railroad. On June 22, 1880, he led the railroad in converting to standard gauge, 4 ft 8½ in (1,435 mm).

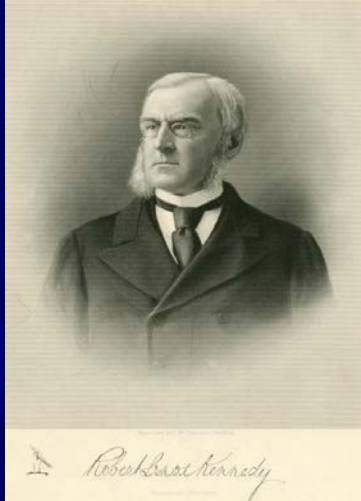
Brother of Joshua Husband Jewett, a Representative from Ohio; born at Deer Creek, near Darlington, Md., on July 1, 1817; completed preparatory studies and attended Hopewell Academy, Chester County, Pa.; studied law in Elkton, Cecil County, Md.; was admitted to the bar in 1838 and commenced practice in St. Clairsville, Ohio; moved to Columbus, Ohio, and thence to Zanesville, Ohio, in 1848; president of the branch State bank in 1852; United States attorney for the southern district of Ohio in 1854; member of the state senate in 1853; member of the State house of representatives in 1855; president of the Central Ohio Railroad Co. in 1857; organized the Pittsburgh, Cincinnati & St. Louis Railroad Co.; one of the organizers of the Pennsylvania Railroad; unsuccessful Democratic candidate for Governor of Ohio in 1861 and for United States Senator in 1863; member of the State house of representatives in 1868 and 1869; general counsel of the Pennsylvania Railway system in 1871; elected as a Democrat to the Forty-third Congress and served from March 4, 1873, until June 23, 1874, when he resigned to become president of the Erie Railroad Co.; retired from public life and resided in New York City; died while on a visit in Augusta, Ga., March 6, 1898; interment in Woodlawn Cemetery, Zanesville, Ohio.

389



# Robert Lenox Kennedy

1858 to 1879



Born November 24, 1822 Died September 14, 1887  
Son of David S. Kennedy, grandson of Robert Lenox. Banker and public spirited citizen, grandson of a Scot, was President of the Trustees of the New York Public Library, an institution largely Scottish in its foundation and Endowment. A nephew of James Lenox, one of the founders of the New York Public Library. Cousin to Abraham Thompson Van Nest

390

# Samuel Keyser

1891



391



# Julius Kruttschnitt

to 1925



Born ?? Died June 16, 1925

KRUTTSCHNITT, 70, TO RETIRE MAY 31;  
Pensioned by Southern Pacific ...  
New York Times - April 10, 1925 Julius Kruttschnitt is also a director and member of the Executive Committee, Southern Pacific Railroad, of the Delaware Hudson Company, the Pacific Mail Steamship Company.

Julius Kruttschnitt, chairman of SP's executive committee, was elected to the additional duties of corporate president to succeed Sproule. The program was launched under direction of Kruttschnitt, who had intimate knowledge of many of the projects from their very inception, having been director of maintenance and operations for the combined SP-UP system from April, 1904, and then chairman of SP's executive committee after succeeding R. S. Lovett on January 13, 1913.

Chief executives who supervised SP's affairs in the period before the dark days of the depression struck in 1930, other than the already mentioned Kruttschnitt and Sproule, were: Henry W. de Forest, who succeeded Kruttschnitt as chairman of the executive committee on June 1, 1925; Hale Holden, who succeeded de Forest on January 1, 1929; Paul Shoup, who succeeded Sproule as president on January 1, 1929; and A. D. McDonald, who had become vice chairman of the executive committee on June 1, 1925, assuming the added duties of president of the Southern Pacific lines in Texas and Louisiana (formerly referred to as the "Atlantic system lines") in 1926 and supervision of the S. P. Steamship Lines in January, 1929.

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392

# William E. Lee

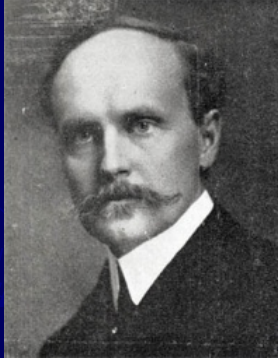
1833 to 1841



393

# Beaudry Leman

1943



Mr. Beaudry Leman was born in Montreal, January 2 1878. His father, Dr Joseph Leman, was the son of Honorine Papineau, daughter of the honorable Denis-Benjamin Papineau, who was the brother of Louis-Joseph Papineau. His mother, Polyxène Beaudry, was the daughter of John Baptist Beaudry, brother of John Louis Beaudry mayor of Montreal.

After finishing his scientific course at Holy Mount Louis, Mr. Beaudry Leman finishes in three years his secondary studies under the direction of professor André. He registers in 1895 to the Catholic University of Lille where he passes four years and obtains the title of civil engineer. Returning to Montreal in 1899, he studies a year at the University McGill from which he receives a diploma of engineer. As early as the spring of 1900, he enters the service of the Shawinigan Water & Power Company, of which the installation at the falls Shawinigan have just begun. He collaborates in the installation of the central electric network of distribution of this corporation. - Elected, in 1901, as mayor of the city of Shawinigan, after two successive re-elections, until, 1907.

Named engineer counsel of the city of Joliette, he there directs works of channeling And of sewers. He prepares the plans of installation of the Cedars on the St Laurent. In 1906, he leaves the service of the Shawinigan W. & P. to take care of the construction of the railway of the valley of the St Maurice that linked up Shawinigan to the Three Rivers and that later had to be extended to Grand' Mere and to merge itself next in the network of the Canadian Pacific. He returns in 1907 to Montreal where he is involved himself in the businesses of construction notably the expansion of the Lachine canal, the establishment of the canal of Trent, in Ontario, the hydroelectric installations of the canal of Beauharnois. He participates, for the account of the City of Montreal, and he is one of the three first members of the Commission of the electric services. The 1st September 1912, Mr. Beaudry Leman enters to the Bank of Hochelaga, become since, the National Canadian Bank. First superintendent of the successor, he is named in 1914 general manager, a post that he occupies up to 1933. In 1929, he is carried to the presidency of the Association of the Canadian Bankers and his mandate is renewed the following year. Elected vice president of the National Canadian Bank in 1933, Mr. Beaudry Leman succeeds, the following year, to Mr. J. -M. Wilson and becomes president and delegated administrator of the Bank.

Mr. Beaudry Leman married, in 1908, Caroline Béique, daughter of the honorable F. -L. Béique; he has three sons and two girls. Residence: 597, Way Ste Catherine, Outremont. P. Québec.

394

# Jacob R. Le Roy

1842 to 1858

Lived in Greenwich Street near the Battery  
1834, Manager Globe Insurance Company, 27 Wall  
Street, New York

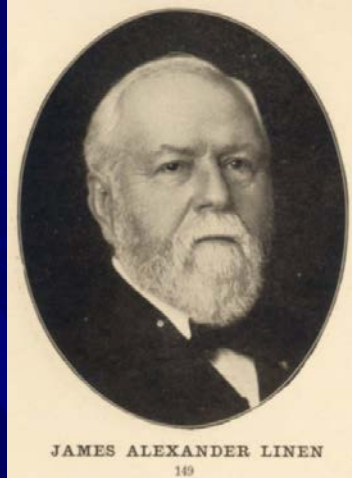
Of an ancient and highly distinguished Huguenot  
family. Jacob Le Roy inherits a large estate from  
his father-in law.

Daniel Webster, the Secretary of State, married for  
his last and present wife a Miss Le Roy.

395

# James Alexander Linen

1906 to 1916



Born Greenfield Township, Lackawanna Co., Pa., June 23, 1840.  
Son of George Linen and Sarah Davis  
Educated Newark, N.Y.; Academy and High School.  
Married, Anna Celia Blair, December 16, 1869. (born August 01, 1842 in Marksboro (Warren County) NJ. )  
Banker. President First National Bank. First Lieut. Co. B, 26th N.J. Volunteers. War of Rebellion,  
Capt. Co. D, 13th Reg't, N.G.P. Son, James Alexander Linen Jr. chairman of the board and onetime (1937-55) president of International Correspondence Schools World LTD., Inc. (a vast learn-by-mail enterprise with more than a million alumni in 59 nations), Scranton, Pa. civic leader, father of TIME's Publisher James A. Linen III, Waverly, Pa.

396

# Johnston Livingston

1888 to 1892

1893 to 1894

Born 1817 Died 1911

married 1852, Sylvie Livingston (b. 1827, d. 1873). Union College. 1852 purchased Sunning Hill, changed name to Callendar House, near Tivoli (next door to Green Hill, his boyhood home. In 1857, he purchased many items at auction from the Chancellor's House. He built church at Tivoli, near his birthplace, 1867-68. He took his ailing wife and 2 daughters to Europe.  
He was surveyor for NY & Erie RR. Worked for Perth & Amboy RR, NJ. [Livingston, Wells & Co, 1841, internationally oriented, offices in Paris and London, but did poorly in Europe (Crawford Livingston, George Pomeroy and Henry Wells)]. In 1845, he went to Philadelphia to work with cousins William and Crawford, and brother-in-law, DeGrasse Livingston, in the express business. The next year he was a partner. In Sep 1853, Wells, Fargo bought out Livingston, Wells & Co. By 1855, he had purchased stock in a number of other freight companies. He was adept at financing and reorganization, and became an officer of almost every major company in the business. He was involved with Southern Express Co and Adams Express Co (founded by Alvin Adams, Johnston Livingston, William Dinsmore, Edward S. Sanford, July 1, 1854, in NYC; affiliated with B&O RR and PRR.), bought into Livingston, Wells & Co. He became an officer of National Express (founding member, secretary or office manager), US Express (Henry Wells owned part of stock), Overland Mail (Set up in 1857 to develop line from CA to El Paso, to Memphis to St Louis, by James McKay and 4 of 10 directors from Wells Fargo, Adams Express, American Express, and National Express were also

involved. John Butterfield was President. He bought stock, 1859, and was Secretary Pro-tem. Horace Greeley, editor of the NY Tribune, went west on Overland and publicized the trip. Butterfield was expelled in 1860, replaced by William B. Dinsmore, from the board of Adams Express.), Livingston, Fargo & Co., Livingston, Wells and Co., Wells Fargo (founding member, treasurer, 1852: secretary), and American Express (founding member, secretary or office manager). 1850, Livingston, Fargo & Co (West of Buffalo) and Wells, Butterfield & Co (East of Buffalo); together they owned a joint stock corporation, American Express Co, headquartered in Buffalo (which became one of the greatest firms of the nineteenth century, expanding through acquisition and merger. (By 1855, Wells, Fargo had 55 offices; by 1860, 147 offices, then enlarged into banking. It's largest competitors were Adams Express and Page & Bacon (of St Louis), also in banking. They both lost their CA operations during the panic of 1857.) 1858, Secretary, Butterfield's Overland Mail. 1869, resigned as Trustee of Wells Fargo, when the Pacific Union Express Co gained control. He resigned from Board of American Express, Nov 1869. President, National Express Co, 1865 - 1910.

The city of Livingston, Montana is named after Pioneer director of the Northern Pacific, Johnston Livingston.

397

# Leonor Fresnel Loree

1907 to 1938



398

# Robert Fresnel Loree

1928

Vice president of the Guaranty Trust Co. of  
Manhattan, in charge of its foreign department



399

# Daniel Lord Jr.

1840 to 1845



Born 1795 Died March 4, 1868

Married: May 16, 1818, Susan Deforest Born June 3, 1799, Died May 12, 1879

Graduated Yale College in 1814, pursuing his legal studies at the celebrated law school of Litchfield, and in the office of that eminent lawyer George Griffin, was admitted to the bar in 1817. In the following year was married. Lord was a successful lawyer who became the favorite attorney of many influential businessman such as John Jacob Astor.

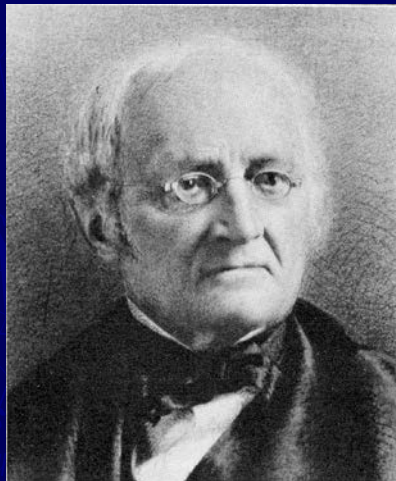
The first mercantile lawyer in the city. His business is very lucrative, His father is a physician.  
1840 net worth \$ 150,000.

Uncle through marriage to Henry Wheeler Deforest.

400

# Rufus L. Lord

1825 to 1831



Born March 13, 1782 Franklin, Connecticut. Died in New York, May 15, 1869, age 83.

Banker

Began life as a clerk in a dry goods store in that state; came to N. Y., in 1805, and began business which he continued until 1832; was the victim of a noted bond robbery.

Taxed on \$25,000 personal property in 1815 and \$10,000 in 1820. One of the partners of Lord & Olmstead, with Ralph Olmstead, dry goods merchants of 172 Pearl. The firm started in 1817 and was dissolved in 1822: Mr. Lord then took in B. F. Lee, under the firm name of Lord & Lee. A bachelor. He owned a good share of Exchange Place.

1840 net worth \$ 500,000.

401

# Robert Scott Lovett

1909 to 1917



Born June 22, 1860 Died June 19, 1932  
Lawyer, railroad president. Born at San Jacinto, Texas he was admitted to the bar in 1882 and then served as attorney for various railroad interests. In 1890 he married Lavinia Chilton Abercrombie, daughter of lawyer and Texas state senator Leonard Anderson Abercrombie. Their only child was Robert A. Lovett. From 1904 to 1909 Robert S. Lovett was general counsel, and after 1909 president, of the E. H. Harriman system of railroads -- the Union Pacific and Southern Pacific. In the wake of the Northern Securities Case he was compelled to dissolve the Southern Pacific and Union Pacific merger in 1913. In 1914 he accepted directorships in the New York Central and Nickel Plate railroads. Consequently, the Lovett family settled into a "Gold Coast" mansion. During World War One he filled important positions in the management of railroads, and was chosen president (1919) and chairman of the Board of Directors (1920) of the Union Pacific System.

October 27, 1909, filled the seat vacated by the death of E. H. Harriman

402

# Abiel Abbot Low

1857 to 1889



Born February 7, 1811 Died January 17, 1893  
Married Marian W. Ward daughter of George Cabot Ward was an American entrepreneur, businessman, trader and philanthropist who gained most of his fortune from the China trade, importing teas, porcelains, and silk, and building and operating a fleet of reputable clipper ships. Once firmly settled in New York, Low invested in other ventures, participating in the financing of the first Atlantic cable, of the Chesapeake and Ohio Railway through West Virginia together with Collis P. Huntington and others, and of Newport News, Virginia, and Huntington, West Virginia. Low was made a member of the New York chamber of commerce in 1846, and was elected as its president in 1863. He held the office until 1866 when he resigned and embarked on a voyage around the world. During his tenure, he spoke out on behalf of New York businessmen against British support to Confederate commerce destroyers.

Low never pursued an active political career, unlike his father, who had become mayor of the village of Brooklyn, or son, Seth Low, who later became the mayor of Greater New York. However, Low did accept nominations as a consultant and advisor to local trade and governmental authorities regarding trade and commercial interests. During the Civil War, he was active within the Union Defense Committee of New York, a member of the War Fund Committee of Brooklyn, and president of the General Committee of Citizens in Brooklyn, appointed in aid of the sanitary service.

He is also known for his philanthropy activities. In 1858, he became president of the Brooklyn Female Academy, later the Packer Collegiate Institute, and remained on the Packer board until his death in 1893. He was known to give bonuses to teachers and anonymous scholarships to deserving students. He also contributed to the development of the Brooklyn Library, the City hospital and many other cultural, educational, social and religious enterprises.

The Low Memorial Library, administrative center of Columbia University, was built in his memory by his son, Seth, in 1895. He died in Brooklyn on January 7, 1893.

403

# James Clark McGuire, Jr.

1928 to

Born April 17, 1896 Died  
Son of James Clark McGuire and Anne Howard Rundlett  
1951 Director, Port of New York

404

# John E. MacLean

1928 to

Born Thornliebank, Scotland, September 17, 1860.  
Admitted to bar, 1881, N. Y.; educated public schools, N.Y.  
Legal education law office. Member Board of Education, Cohoes, 1901-1914; Assistant Dist. Atty., Albany Co., 1898-1901. Member, Albany Co., and New York State Bar Associations.

1906 President Cohoes Ry. Co

MacLean & Neary  
General practice. Firm consists of: John E. MacLean, Frank W. Neary, Donald C. MacLean.

405



# John Beckwith Madden

1964 to

Born January 22, 1919 Died February 9, 1988

John B. Madden The election of John B. Madden as a manager of the Delaware and Hudson Company and a director of the Delaware and Hudson Railroad. (New York Times) April 30, 1964

A general partner in the private banking firm of Brown Brothers Harriman & Company, died of a heart attack Tuesday at his home in Brooklyn Heights. He was 69 years old and also lived in Christmas Cove, Me.

John Beckwith Madden, a general partner in the private banking firm of Brown Brothers Harriman & Company, died of a heart attack Tuesday at his home in Brooklyn Heights. He was 69 years old and also lived in Christmas Cove, Me.

Mr. Madden, who joined Brown Brothers Harriman in 1946, was made a general partner in 1955. He was managing partner from 1968 to 1983, when he turned 65 and resumed his general partnership.

After graduating from Yale University in 1941, he served in the field artillery in the Army in both the European and Pacific theaters during World War II. He rose to the rank of captain.

Mr. Madden was an honorary trustee of the Boys Club of New York and a successor trustee of Yale at the time of his death. He also was a member of the New York Community Trust, the Association of Reserve City Bankers and the Downtown Association.

Mr. Madden is survived by his wife, the former Mary Audrey Ritter; two sons, John Jr., of Manhattan and Peter, of Torrance, CA, a daughter, Nancy Gioia of Brookline, Mass.; his mother, Rachel B. Madden of Brooklyn Heights; a sister, Jean Booker of Wilbraham, Mass., and two grandchildren.

406

# John Rogers Maxwell

1907 to 1910



Born 1846 Died December 11, 1910

Capitalist, chairman executive board of managers Central R. R. of N. J. Member firm of Maxwell & Graves, bankers and brokers; president, and director Atlas Portland Cement Co., which supplied the cement for the Panama Canal. Hannibal Connecting R. R. Co. Member board of managers Delaware Lackawanna & Western R. R. Co. director Durango Central R. R. Co., Lehigh & Hudson River Railway Co., American Exchange National Bank. Liberty National Bank. American Cotton Oil Co., Jersey City Water Supply Co., Mexican Mining & Smelting Co., Durango Development Co., Temple Iron Co. Clubs: Lawyers, N. Y. Yacht. Residence: 78 8th Av., Brooklyn. Office: 30 Broad St., New York.

407



# John Wyckoff Mettler

1926 to

Born 1878 Died February 1952

Son, William E. and Gertrude Van Pelt Howell Metter

Married, Helen Fleischmann, June 5, 1909

President of the Interwoven Stocking Company of East Millstone, N. J., at the time the largest male hosiery company in the world and for many years a close personal friend of Leonor F. Loree.

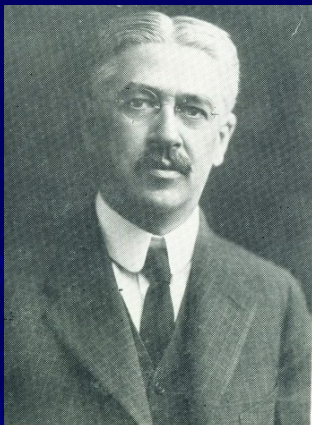
Graduated Rutgers 1899

Residence , 205 West 57<sup>th</sup> Street, NY, NY

408

# Nathan Lewis Miller

1934



Born: October 10, 1868 in Solon, Cortland County,

New York Died: June 26, 1953 in New York City

Buried: Cortland Rural Cemetery, Cortland,  
Cortland County, New York

Governor of New York State 1921 – 1922

February 1, 1934

Miller on Board of D. H. Nathan L. Miller, former  
Governor of New York, has been elected a director  
of the Delaware Hudson Company and the  
Delaware Hudson. (New York Times)

409

# John Pierpont Morgan

1873 to 1880



Born March 17, 1837 Died March 31, 1913

Was an American financier, banker, philanthropist, and art collector who dominated corporate finance and industrial consolidation during his time. In 1892 Morgan arranged the merger of Edison General Electric and Thompson-Houston Electric Company to form General Electric. After financing the creation of the Federal Steel Company he merged the Carnegie Steel Company and several other steel and iron businesses to form the United States Steel Corporation in 1901. He bequeathed much of his large art collection to the Metropolitan Museum of Art in New York City and to the Wadsworth Atheneum of Hartford, Connecticut. At the height of Morgan's career during the early 1900s he and his partners had financial investments in many large corporations. By 1901, he was one of the wealthiest men in the world. He died in Rome, Italy, in 1913 at the age of 75, leaving his fortune and business to his son, Jack Pierpont Morgan.

Morgan entered banking in his father's London branch in 1857, moving to New York City the next year where he worked at the banking house of Duncan, Sherman & Company, the American representatives of George Peabody & Company. From 1860 to 1864, as J. Pierpont Morgan & Company, he acted as agent in New York for his father firm. By 1864-72, he was a member of the firm of Dabney, Morgan & Company; in 1871, he partnered with the Drexels of Philadelphia to form the New York firm of Drexel, Morgan & Company. During the American Civil War, Morgan was approached to finance the purchase of antiquated rifles being sold by the army for \$3.50 each. Morgan's partner re-machined them and sold the rifles back to the army for \$22 each. The military knew it was buying back its own guns, so the so-called 'scandal' turned out to be more about government inefficiency than any chicanery by Morgan (who never even saw the guns and acted only as a lender). Morgan himself, like many wealthy persons, including future Democratic president Grover Cleveland, avoided military service by paying \$300 for a substitute.

After the 1893 death of Tony Drexel, the firm was rechristened J. P. Morgan & Company in 1895, and retained close ties with Drexel & Company of Philadelphia, Morgan, Harjes & Company of Paris, and J. S. Morgan & Company (after 1910 Morgan, Grenfell & Company), of London. By 1900, it was one of the most powerful banking houses of the world, carrying through many deals especially reorganizations and consolidations. Morgan had many partners over the years, such as George W. Perkins, but remained in firm charge.

Morgan's ascent to power was accompanied by dramatic financial battles. He wrested control of the Albany and Susquehanna Railroad from Jay Gould and Jim Fisk in 1869. He led the syndicate that broke the government-financing privileges of Jay Cooke, and soon became deeply involved in developing and financing a railroad empire by reorganizations and consolidations in all parts of the United States.

## John Pierpont Morgan (cont)

He raised large sums in Europe, but instead of only handling the funds, he helped the railroads reorganize and achieve greater efficiencies. He fought against the speculators interested in speculative profits, and built a vision of an integrated transportation system. In 1885, he reorganized the New York, West Shore & Buffalo Railroad, leasing it to the New York Central. In 1886, he reorganized the Philadelphia & Reading, and in 1888 the Chesapeake & Ohio. He was heavily involved with railroad tycoon James J. Hill and the Great Northern Railway.

After Congress passed the Interstate Commerce Act in 1887, Morgan set up conferences in 1889 and 1890 that brought together railroad presidents in order to help the industry follow the new laws and write agreements for the maintenance of "public, reasonable, uniform and stable rates." The conferences were the first of their kind, and by creating a community of interest among competing lines paved the way for the great consolidations of the early 20th century.

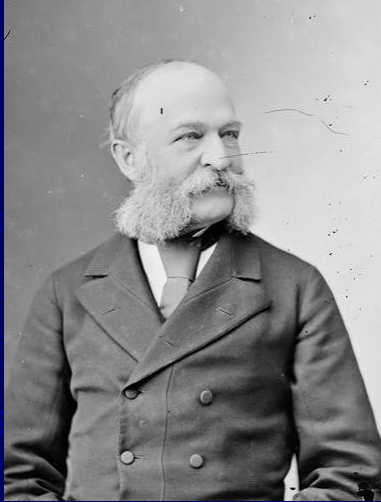
Morgan's process of taking over troubled businesses to reorganize them was known as "Morganization". Morgan reorganized business structures and management in order to return them to profitability. His reputation as a banker and financier also helped bring interest from investors to the businesses he took over.

In 1895, at the depths of the Panic of 1893, the Federal Treasury was nearly out of gold. President Grover Cleveland arranged for Morgan to create a private syndicate on Wall Street to supply the U.S. Treasury with \$65 million in gold, half of it from Europe, to float a bond issue that restored the treasury surplus of \$100 million. The episode saved the Treasury but hurt Cleveland with the agrarian wing of his Democratic party and became an issue in the election of 1896, when banks came under withering attack from William Jennings Bryan. Morgan and Wall Street bankers donated heavily to Republican William McKinley, who was elected in 1896 and reelected in 1900 on a gold standard platform.

In 1902, J. P. Morgan & Co. purchased the Leyland line of Atlantic steamships and other British lines, creating an Atlantic shipping combine, the International Mercantile Marine Company, which eventually became the owner of White Star Line, builder and operator of RMS Titanic.

# Levi Parsons Morton

1877 to 1881



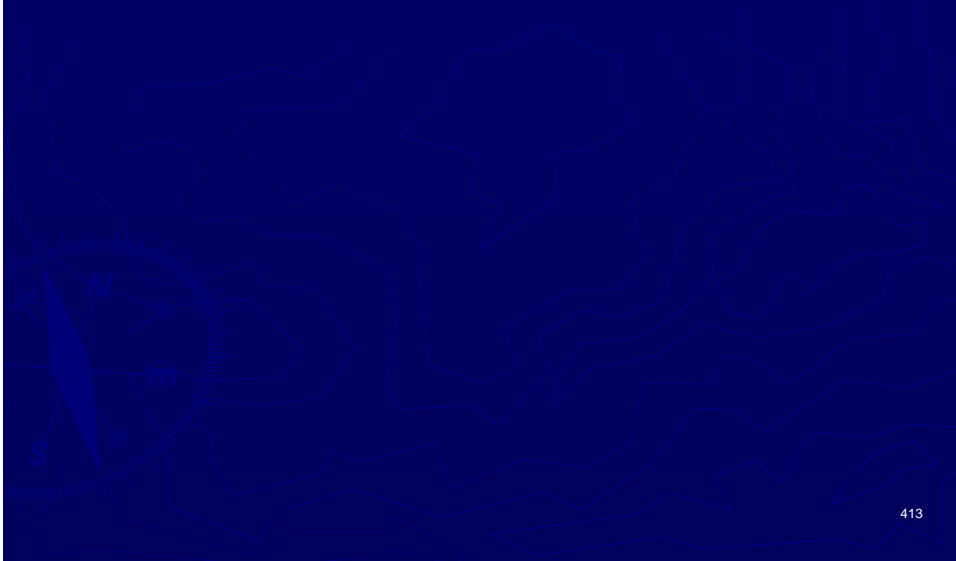
Born May 16, 1824 Died May 16, 1920  
Vice President of the United States during the term  
of Benjamin Harrison 1889-1893  
Gov. of New York 1895-1897

*Levi P. Morton*

412

# Howard Nott

1835 to 1837



413

# John E. Muhlfeld

1928 to

Born 1872 Died June 19, 1941

The first Mallet ever built in the United States, was designed for the Baltimore and Ohio by John E. Muhlfeld, then the roads General Superintendent

Locomotive designer

Formed the Railway and Industrial Engineers, Inc., with offices at 25 Broad street, New York City

414

# William Musgrave

1851 to 1856

415

# John Platt Myers

1928 to

Born Plattsburgh, NY June 1, 1886, graduate of Princeton College in the class of 1908, the son of Michael Peter Myers and Margaret Freligh Platt. 1908 Graduate Princeton College 1909 clerk with the American Note Company of New York City. 1910 President of the Plattsburg National Bank & Trust Co.

416

# Lora Nash

1848 to 1860

417

# William Nelson

1858

**AT A MEETING OF THE STOCKHOLDERS** of the DELAWARE AND HUDSON CANAL COMPANY, held at the office of the Company on Tuesday, March 30 1858 Mr. William Nelson was appointed Chairman and William M. Vermilye Secretary.

Mr. Olyphant, the President of the Company, presented and read the Annual Report and Statement of the affairs of the Company for the past year, which on motion of Mr. Isaac C. Reedall, duly seconded, was accepted, unanimously adopted, and ordered to be printed under the direction of the Board of Managers.

The following preamble and resolutions, offered by Mr. Isaac C. Reedall, and seconded by Mr. Vermilye were unanimously adopted, ordered to be entered on the Minutes of the Company and published:

Whereas, Our late President, Mr. John Wurts, has felt obliged to resign his office as President of the Delaware and Hudson Canal Company, on account of long-continued ill health; and

Whereas, The Stockholders of the said Company all agree that they have lost an able, faithful and judicious officer, whose fidelity, ability and integrity during an administration of twenty seven years, amid the most adverse circumstances, through which the Company in forty years so successfully contended, as well as through the inter-genera of its high prosperity, has never been questioned; and

Whereas, In the opinion of the Stockholders now assembled, at their first meeting after the retirement of Mr. Wurts, the Company is mainly indebted to him, aided by the able Board of Managers, for its ability in surmounting its trials in former years, and for its present high prosperity; the resolution,

*Resolved*, That the cordial thanks of the Stockholders are hereby presented to Mr. Wurts, for his long and faithful services.

*Resolved*, That the Stockholders appreciate the high-minded, lofty, and strictly honorable course which has ever marked the administration of Mr. Wurts, and feel that it ought ever to be held in grateful remembrance.

*Resolved*, That the Stockholders cannot do justice to their own feelings without conveying to Mr. Wurts some evidence of their high appreciation of him as an officer and a man; therefore,

*Resolved*, That the Board of Managers be hereby requested to present to our late President such token of the approbation of the Stockholders as they may deem most appropriate, with a copy of these resolutions—and to procure for the use of the Company his portrait.

The meeting then adjourned.

WILLIAM NELSON, Chairman.  
WM. M. VERMILYIE, Secretary.

April 31, 1858 New York Times

418

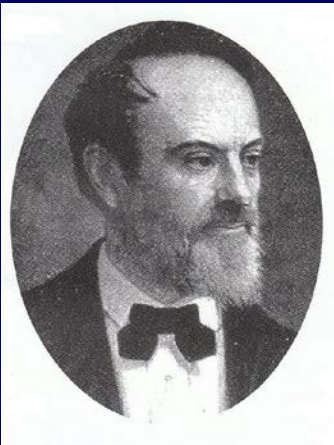
Born in Hyde Park, Dutchess County, N.Y., June 29, 1784; attended the common schools and was graduated from Poughkeepsie Academy; studied law; was admitted to the bar and commenced practice in Peekskill, Westchester County, N.Y., in 1807; for thirty years served as district attorney for Putnam, Rockland, and Westchester Counties; member of the State assembly in 1820 and 1821; served in the State senate 1824-1827; judge of the court for the correction of errors 1824-1827; elected as a Whig to the Thirtieth and Thirty-first Congresses (March 4, 1847-March 3, 1851); resumed the practice of his profession; died in Peekskill, N.Y., October 3, 1869; interment in Hillside Cemetery.

Served in the U.S. Congress during the years when Representative Lincoln served his one term between 1846 and 1848. Nelson had offered the invitation for Lincoln to speak in Peekskill in 1861.

Chauncey Mitchell Depew read law with William Nelson from 1856-58.

# George Talbot Olyphant

1852 to 1873



Geo Talbot Olyphant

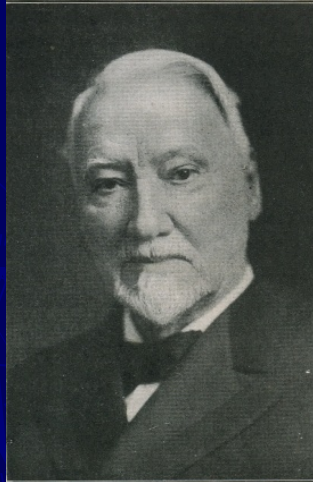
419

# Robert Morrison Olyphant

1867 to 1868

1873 to 1874

1883 to 1918



OLYPHANT.—On Friday, May 3, 1918, at his residence, 160 West 59th St., Robert Morrison Olyphant, in the 54th year of his age. Funeral services will be held at 160 West 59th St., Monday morning, 10 o'clock. It is kindly requested that no flowers be sent.

May 6, 1918 New York Times

420

# William S. Opdyke

1905 to 1907

1907 to 1922

April 11, 1907 WILLCOX RESIGNS D. & H. PRESIDENCY; III. Stays on the Board of the Delaware Hudson, and a place on the board for L.F. Loree has been made by the retirement of William S Opdyke, general counsel of the road. Mr. Willcox a Director in several other roads besides the Delaware Hudson, including the Union Pacific and Southern Pacific.

May 9, 1907 The Directors of the Delaware Hudson Company yesterday elected William S. Opdyke, general counsel of the company, a Director to fill the vacancy caused by the death of the late President, David Willcox

Born in New York City, New York October 1836. He married Margaret Elizabeth Post 1863. Margaret was born New York January 1834. (Additional notes for Margaret Elizabeth Post In the 1870 census Hackensack Twp Bergen Co NJ page 323, William (age 34) is recorded with Margaret (age 36), George (age 4), Alfred (age 1), Hannah Sally (age 50) and Margaret McDalby (age 35) both from Ireland. William is a lawyer born in NY. In the 1880 census Tenafly, Bergen, New Jersey page 470, William (age 44) is recorded with his wife Margaret (age 43), and Alfred (age 11). William is a lawyer. In the 1900 census Harrington, Bergen, New Jersey page 72, William (age 63) is recorded with his wife Margaret (age 66), son Alfred (age 30), Daughter in law Hilda (age 23) and a number of servants. William is a lawyer born in New York. They have been married for 36 years and have had 2 children with 1 living at the time of the census.

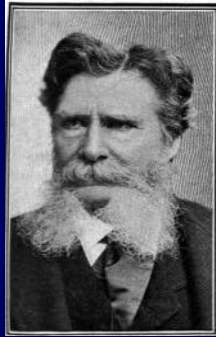
William S. Opdyke and Margaret Elizabeth Post had the following children:  
George Opdyke was born in New Jersey 1865.  
Alfred Post Opdyke was born in New Jersey June 1869. He married Hilde Beck. Hilde was born in Germany June 1876. Attended The University Of The City Of New York (1889)

421



# Alexander Ector Orr

1892 to 1907



Born 1831 Died 1914

Was a successful New York City merchant in the grain and produce business who was well known for integrity. He served on many public commissions including ones that investigated corruption in the canal business and reorganized the Brooklyn Civil Service Commission. In 1894 he became president of the Rapid Transit Commission and was largely responsible for arranging the financing and the construction of the New York City subway system without scandal or corruption. He served on the boards of twenty nine nonprofit, government and corporate organizations.

Nephew of David Dows

1895 Director National Bank of Commerce, New York

422

# Joseph Otis

1837 to 1841

A native of Norwich, born in July, 1768, at Yantic, near what was then the Backus Iron-works, now the site of the Williams woolen-mill. His parents were from Moutville : the name of his mother, Lucy Haughton. He had the common advantages of school education, but at a very early age went into mercantile service at the Landing, and as soon as he reached maturity, entered into trade on his own account.

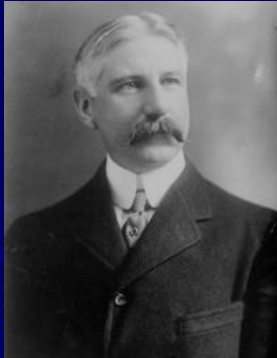
He was successively in business at Charleston, New York, Norwich, Richmond, and again at New York, where by far the greater part of his mercantile career was spent in the commission business. His religious connection was with the Duane St. Presbyterian Church, where he officiated for nearly twenty years as an elder. To all works of charity and Christian benevolence he was a generous contributor, the constant flow of his free-will offerings showing the largeness of his heart. In 1838, his health being infirm, he withdrew from business and removed to Norwich, which was thenceforward his home. His wife, who was a daughter of Levi Huntington, died in 1811, aged 72 years. They had been married 17 years. Mr. Otis died in March 11, 1854. , in the 86th year of his age. He had no children.

423



# Eugenius Harvey Outerbridge

1920 to 1932



Born 1860 Philadelphia, PA

November 11, 1932

E. H. OUTERBRIDGE, PORT EXPERT, DIES; Head of Export and Import Business. Mr. Outerbridge was a director of the Delaware Hudson Company, the Chase National Bank, the Seamen's Bank of Savings and the Equitable Life Assurance Company. (New York Times)

Residence 58 East Sixty-eighth Street, NYC

Chairman of the Port of New York Authority

President New York Chamber of Commerce

424

# Peter Standish Paine

1957



May 15, 1957

Stockholders of the Delaware and Hudson Company at the annual meeting here yesterday elected Peter S. Paine a director of the holding company and of the Delaware and Hudson Railroad. (New York Times)

1960 President Great Northern Paper Company

Peter died Oct. 26, 2004, peacefully at home.

He prepared at Kent School and graduated from Princeton in 1932.

Freshman year he roomed with Doug Hall, and in his last three years he roomed with Tom Palmer and Bill Barber. Peter was a member of Ivy Club.

In 1932-33 he joined with Amos Eno and Professor Francis MacDonald on a year's trip to the Far East. From 1934-35, he worked for Hanover Bank, and in 1935 went to work for New York and Pennsylvania Co. He served as a combat intelligence officer with the 7th Air Force in the Central Pacific. He reached the rank of major while completing his last few months in the Pentagon as a briefer for Gen. Henry H. Arnold. In 1945 he became president of New York and Pennsylvania Co. His other business interests included directorships in Great Northern Paper Co., Irving Trust Co., and Fidelity Phoenix Insurance Co.

Peter enjoyed his home on Lake Champlain, and served as trustee and president of the Museum of the City of New York. He is survived by his wife, Sis; son Peter Jr. '57; three grandchildren, including Pete III '85; and five great-grandchildren, among whom is Peter IV. The class sends its condolences to them all.

425

# Daniel Parish

1855 to 1859

Of the firm of Henry & Daniel Parish, dry goods merchants.

1840 net worth \$ 500,000.

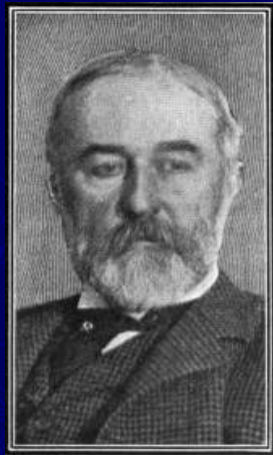


This family sprang from an honorable root, a surgeon of the British Navy, who about two centuries ago located in this province. A romantic incident connects with Dr. Parish. In one of the earliest commercial adventures from a neighboring village to the south, and in which a venerable lady, the proprietor of the vessel and cargo of cider and apples went passenger, accompanied by a beautiful daughter. Dr. Parish was invited to act as navigator. At the Ocracoke inlet they saw the head of a celebrated pirate nailed to the bowsprit of a vessel of war; and, on their return, were overtaken by a storm which, but for the doctor's seamanship, would have consigned them all to the deep. For this he received the hand of the fair young damsel on board, and thus became a denizen of this province. But from that day to this, the generations have never been blessed with worldly prosperity until in the persons of Henry and his brother Daniel.

426

# Charles Augustus Peabody Jr.

1901 to 19??



Born, April 11, 1849 d. April 27, 1931 in New York City, Res. 635 Park Ave. s. of Charles A. and Julia Livingston Peabody; grad. from Columbia Coll., A. B., 1869, Columbia Law School, LL. B., 1871; m. New York City, Jan. 27, 1880, Charlotte A. Damon; children: Julian, John D., Anita L. President of the Mutual Life Insurance Company from 1906 until retiring in 1927. He was a director of the Farmers Loan and Trust from at least 1900 to at least 1929, and a director of the Guaranty Trust Company from 1911-26. After graduating from Columbia University and Columbia Law School, he joined his father's law firm, Peabody, Baker and Peabody. Partner Fisher Ames Baker was counsel to the First National Bank and the uncle of its President, George Fisher Baker. "It was said at the time Mr. Peabody left law for insurance, that the change was, at least in part, due to the influence of the elder Baker in the councils of the Mutual." Peabody was trustee of the estate of the first John Jacob Astor since 1893, and was associated with William Waldorf Astor and represented him in this country. At his death, he was on the boards of directors of City Bank Farmers Trust Company, Mutual Life Insurance Company, Oregon Short Line Railroad, Central of Georgia Railway, Illinois Central Railroad and Union Pacific Railroad, and was a trustee of the Church Pension Fund and member of the board of managers of Delaware & Hudson Company. (C.A. Peabody Dies; Insurance Figure. New York Times, Apr. 27, 1931.) His granddaughter, Anita Peabody Hadden, married Arthur W. Page JR, whose brother Walter H. Page became chairman of the Morgan Guaranty Trust.

427

# Hezekiah B. Pierpont

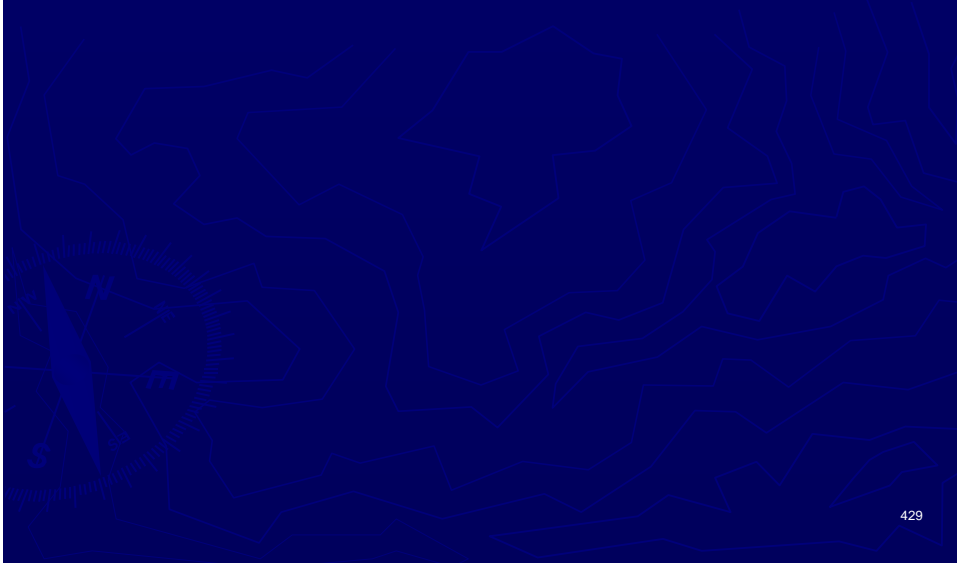
1825 to 1832



428

# Isaac L. Platt

1834 to 1852



429

# Allison Post

1832 to 1848

The Progenitor of the Posts was an humble mechanic, among the early English settlers of Suffolk Co. L. I., and thence the family soon after located at Hempstead Queens Co. Joel and Jotham Post (both deceased), brothers of Allison, were, together with the late distinguished Dr. Wright Post, (another brother) son of a highly respectable butcher.

Wrights early lessons in the shambles gave him probably, his strong taste for and afterwards, eminence in, anatomy. Joel and Jotham, about 30 years since, carried on a great business in the drug line, and a few years after built a magnificent store and warehouse, and then launched larger than ever into the vending of apothecary stuffs and together with Waldron B., (son of one of the parties) accumulated a very large estate, on which their families are now luxuriating.

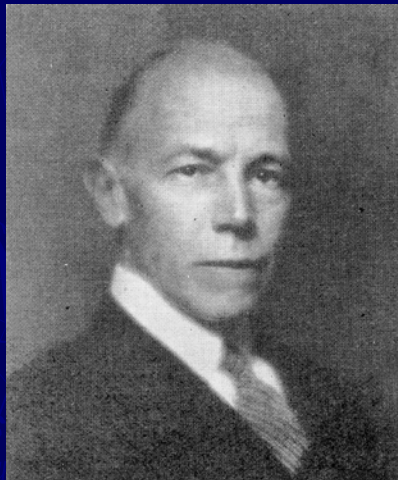
Tax list of 1823 indicates that he lived at 15 Courtlandt Street, and owned personal property valued at \$18,000.

1840 net worth \$ 500,000.

430

# John Teele Pratt

1923 to 1927



Son of Charles and Mary Helen (Richardson) Pratt, was born in Brooklyn, N. Y., Dec. 25, 1873 ; fitted for college at Adelphi Academy, Brooklyn, N. Y. Harvard L. S., '97—1900; LL. B., June 29, 1900; Lawyer, N. Y. city, Carter & Ledyard, 54 Wall St.

June 18, 1927

Died. John Teele Pratt, 53, Standard Oil financier; suddenly of heart disease; in his Broadway office, Manhattan. Thirty-six years ago his father, Charles Pratt, died of heart disease in offices at the same address. Mrs. Ruth S. Pratt, widow of John Teele Pratt, is the first and only woman to function as a New York City alderman. (New York Times)

431

# Theodore Pratt

1929



The Pratt family house and estate, Manor House, at Glen Cove, Long Island, is now the Glen Cove Mansion Hotel and Conference Center

Born May 21, 1887 Died June 1977, married Laura Merrick on June 2, 1910. They had three children, Gwendolyn Pratt (b. Oct. 27, 1917--d. Oct 31 1917), Theodore Pratt, Jr.(b. 16 June 1920 d. 15 Jan. 1998), and Merrick Pratt (b. 4 June 1922

October 27, 1929

Theodore Pratt has resigned as a director of the Standard Oil Company of New York. He is a director of the Chase National Bank, the Delaware Hudson Company. (New York Times)

June 4, 1977

Theodore Pratt, a retired financier and grandson of a founder of the Standard Oil Company of New York (now the Mobil Oil Company), died Thursday. (New York Times)

432

# Roger Baber Prescott

1949 to

Born April 14, 1890 in Keeseville, Essex Co. New York Died October 11, 1958

Son of Charles H. and Susan K. (Baber) Prescott. Married, 1920, Edna M. Haaren, b: July 22, 1891 d: February 1973 in Keeseville, Essex Co. New York Son Roger Baber Prescott, Jr. b: August 03, 1923 d: June 03, 1994 in Keeseville, Essex Co. New York February 4, 1949

WITH DELAWARE HUDSON R. B. Prescott Elected a Director, Made Manager of Company Roger B. Prescott has been ,elected a director of the Delaware Hudson. (New York Times)

1940's Treasurer, Whiteface Mountain Commission

433

# Roger Baber Prescott Jr.

Born August 3, 1923 Died June 3, 1994, Keeseville, N.Y.

Married 1953 Nancy Kilvert Baldwin

Roger prepared at Exeter. During the war, Roger served in the Pacific in the Navy's amphibious-landing forces, reaching the rank of Lt. J.g. At Princeton (class of 1946) Roger was on the golf team, majored in economics, and was a member of Quadrangle Club.

After attending Harvard Business School, Roger joined the family firm of Prescott and Co., in Keeseville, becoming its CEO and president and later serving as president of the Keeseville Natl. Bank, the Ausable Chasm Co., and the Polar Caves Park in Plymouth, N.H. He was a member of the board of directors of the Delaware and Hudson and Bangor and Aroostook Railways.

Roger served as president of the northern New York Center, the United Way of Clinton County, and the Keeseville Kiwanis Club. Earlier, Roger had been active in the Boy Scouts of America, the Red Cross, the Elks, and the YMCA.

Roger is survived by his wife, Nancy, his daughter, Diana Zais, and two grandsons, Samuel and Daniel Zais. Roger's son, Roger III, predeceased him.

Military service: WWII - US Navy

434

# Robert Clarence Pruyn

1910 to 19??



Robert Clarence Pruyn, son of Hon. Robert Hewson and Jane Ann (Lansing) Pruyn, was born in Albany, New York, October 23, 1847. His early education was received at the Albany Boys' Academy, following which careful preparation he entered Rutgers College, graduating in the class of 1869. For a time he was an attaché to the American legation at Tokyo, while his father was the United States minister to Japan. Governor John A. Dix appointed him upon his staff. He served as president of the Embossing Company from 1871 to 1885. On February 13, 1901, the legislature elected him a regent of the University of the State of New York until 1903. Mr. Pruyn was for a long time president of the board of commissioners of Washington Park of Albany. He was one of the commissioners appointed to erect the new City Hall 1881. He is a member of St. Peter's Episcopal Church, and for many years has been a vestryman, and has served as delegate to national conventions of the Episcopal church. Mr. Pruyn was chosen president of the National Commercial Bank of Albany, May 23, 1885, to succeed Hon. Daniel Manning, appointed by President Cleveland that spring on his cabinet as secretary of the treasury, and who had in turn succeeded Mr. Pruyn's father as president of the bank. It was during the office of Mr. Pruyn that this bank erected its own building, at Nos. 38-40 State street on the line of plans executed by Architect Robert W. Gibson; but the remarkable expansion of its affairs soon necessitated the consideration of acquiring much larger quarters, and on May 2, 1904, this bank removed to its new, handsome granite and marble building at No. 60 State street. The exterior of this building is a chief ornament of Albany's principal business street, and the interior, commodious and replete with all modern methods for convenience of customers and officials, is a subject of unstinted admiration because of its refined beauty combined with a certain amount of ornateness. Equally as good a barometer of its success and progressiveness under the executive guidance of Mr. Pruyn is the fact that the stock of this bank has enhanced in value.

435



# Robert C. Pruyn (cont.)

1910 to 19??

Mr. Pruyn's residence is at No. 7 Englewood place, fronting on the most beautiful portion of Washington Park. The interior exhibits a peculiar charm of refinement in its furnishing, and one of its most admired features is the collection of Ivories brought to this country from Japan by his father, which is ranked as one of the finest in this country. Mr. Pruyn spends his summers on his Adirondack preserve, known as Camp Santanoni, attractively located on Newcomb Lake, reached by a drive of about thirty miles northward from North Creek. It is here that Mr. and Mrs. Pruyn surround themselves with their family and from ten to twenty guests. They delight in the pleasure of entertaining and are true to the dictum of the old Dutch hospitality. In the winter it has been his custom to spend several weeks at Jekyl Island, as a member of that club. He is especially concerned in everything pertaining to art in its best form; enjoys riding, books and travel.

He held directories in eight prominent industries. Among them was Air Reduction Company of New York, which he and Percy Rockefeller were instrumental in founding. The company produced gases for industrial use. Other directories held included Albany City Railway, Municipal Gas Company, Consolidated Car Heating Company, Chase National Bank of New York, Delaware and Hudson Company, New England Illuminating Company and The Federal Signal Company, Union Trust Company, and was one of its organizers; member of the board of governors of the Albany Hospital.

He was a member of the Sons of the Revolution, the University Club, the University Club of New York City, the Country Club of Albany, the Fort Orange Club, the Albany Institute of History and Art, the Holland Society of New York, the Century Association and the Metropolitan Club of New York. He resided at 7 Englewood Place next to Washington Park in the City. Mr. Pruyn died October 29, 1934.

Robert C. Pruyn married, at Albany, October 22, 1873, Anna Martha, born in Albany, May 7, 1853, daughter of Chauncey Pratt Williams, late president of the National Exchange Bank, and Martha Andrews Hough Williams. Children, born in Albany:

Edward Lansing, November 23, 1874; married in Grace Church, New York, June 25, 1919, Anna Vernon Olyphant, daughter of Mrs. [John Keneset Olyphant](#)

Ruth Williams, October 3, 1877; married, Albany, June 3, 1903, David Marvin Goodrich, born at Akron, Ohio, June 22, 1876, son of Benjamin F. Goodrich and his wife (née) Mary Marvin; child, Anne, born Boston, April 11, 1904.

Robert Dunbar, October 11, 1879; married in Church of the Ascension, New York, December 15, 1903, Betty Metcalf, born at Erie, Pennsylvania, September 30, 1880, daughter of Frederic Wilder Metcalf and his wife (née) Ruth Moorhead; children: Robert Lansing, born, New York City, November 5, 1904; Ruth, New York City, May 5, 1907.

Frederic, July 5, 1881; married in St. George's Church, New York City, February 5, 1907, Beatrice Morgan, born in New York City, June 26, 1886, daughter of William Fellowes and Emma (Leavitt) Morgan; children: Frederic, born in Short Hills, New Jersey, February 25, 1908; Fellowes Morgan, Short Hills, New Jersey, December 2, 1909.

436

# John Rankin

1840 to

The Rankins are among the old Knickerbocker families.

1840 net worth \$ 300,000.

437

# Percy Rivington Pyne 2nd

1922 to 19??



Banker and Corporation Official of 55 Wall Street, New York City, was born June 23, 1882, in New York City. Died August 15, 1950. He received the degree of A.B. from Princeton University, and was educated at St. Paul's School at Concord, N.H. In 1903-05 he was associated with the Farmers Loan and Trust Company. Since 1908 he has been a member of the firm of Pyne, Kendall and Hollister. He is president of the Prospect Company of New Jersey; is director of the Syracuse, Binghamton and New York Railway Company; the Cayuga and Susquehanna Railway Company, the Commercial Trust Company, the New Amsterdam Gas Company, East River Gas Company; Delaware, Lackawanna and Western Coal Company and the Nevins Church Press Company. He is treasurer of the United States Golf Association; and is a member of the New York Historical Society, Panama-American Society, the American Museum of Natural History, St. Nicholas Society, the New York Zoological Society and the Motor Car Touring Society. He is president and director of the East Side Branch of the Young Men's Christian Association. He is also a member of the Union, Princeton, Westbrook Golf, Metropolitan, University, Midway, Garden City and Rockaway Hunting Clubs.

438

# Robert E. Quirk

1928 to

1921 Chief Examiner of the Interstate Commerce Committee.

439



# John Rankin

1840 to 1843

The Rankins are among the old Knickerbocker families.

1840 net worth \$ 300,000.

440

# John Rankin

1840 to 1843

The Rankins are among the old Knickerbocker families.

1840 net worth \$ 300,000.

441

# Robert Ray

1852 to 1866

Born July 14, 1797; died March 11, 1879. He married, November 25, 1819, Cornelia, daughter of Nathaniel and Cornelia Prime. On their marriage Mr. Prime presented his daughter with a three-story house at No. 3 Marketfield Street, which was in later years the site of the Washington Building. In 1829 he purchased from Dr. Alexander H. Stevens the house at No. 17-19 Broadway for \$19,500; in earlier days this had been the home and office of John Chambers, a noted lawyer and Judge of the Supreme Court. Upon these lots Mr. Ray erected a mansion which still existed in 1907, when it had been converted into offices of the Anchor Steamship Line. For a description of his home, at 2 University Place, on January 23, 1834, see Philip Hone's Diary. He was one of the most noted men of the day and his home one of the most beautiful. He paid taxes on 3 Marketfield Street, \$9,000, in 1822.

Son of Cornelius R., an ancient merchant and old Dutch New York family. Robert added some to his wealth by marrying a daughter of N. Prime, the broker. Jonathan A. King, per contra, got a very large slice of the Ray property by marrying a daughter of Cornelius.

1840 net worth \$ 300,000.

442

# Samuel Reynolds

1831 to 1841

443

# Benjamin Woolsey Rogers

1825 to 1831



Born May 13, 1775. Died December 12, 1859 in Stamford, Connecticut. Son of Moses Rogers of New York and Sarah Woolsey, married December 10, 1807, Susan Bayard, daughter of William Bayard of New York And Elizabeth Cornell. She died at sea October 11, 1814, married second wife, in 1819, Catharine Cecilia Elwyn of Portsmouth, New Hampshire, whose mother was a daughter of Governor Langdon of New Hampshire She died March 14, 1833. He was a large importer of hardware in New York. He was for 38 years a Governor of The New York Hospital, and one of the founders of The Bloomingdale Asylum for the Insane, and a large landholder in West New York (The Genesee District). He had five Children, all but the last by his first wife.

Daughter, Sarah, married William P. Van Rensselaer April 4, 1839

Tax list of 1822 values his house at 5 State Street at \$16,000; personal tax, \$25,000. In 1823 his house is given as 235 Pearl Street; B. W. Rogers & Co., real, \$13,000. Director of the U. S. Bank at Philadelphia, and of the Globe Insurance Co.

444

# James Alfred Roosevelt

1875 to 1900



Born July 16, 1828 Died December 8, 1900

Was a businessman and father of the President of the United States Franklin Delano Roosevelt. He was born in Hyde Park, New York to Isaac Roosevelt (1790-1863) and his wife Mary Rebecca Aspinwall (1809-1886), daughter of John J. Aspinwall.

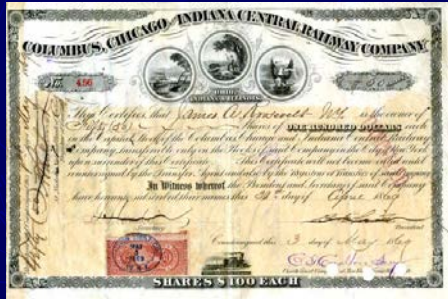
Roosevelt's business interests were primarily in coal and transportation. He was vice president of the Delaware and Hudson Railway, and president of the Southern Railway Security Company. James was a tall, slender and wealthy man with considerable society connections, an eligible bachelor by any standard. In April, 1853, he married his first cousin once removed Rebecca Howland (1831-1876). They had a son, James "Rosy" Roosevelt, Jr. (1854-1927). James became a widower in 1876

Four years later, at a party celebrating graduation of his cousin Theodore Roosevelt from Harvard University, he met a very distant relative Sara Delano, they were married on October 7, 1880 and became parents of Franklin Delano Roosevelt. James was reportedly a good father to Franklin, however his recurring heart problems eventually turned him into an invalid. Franklin reacted by becoming fiercely protective of his father. James died twenty years after he married Sara. His estate was given to his son.

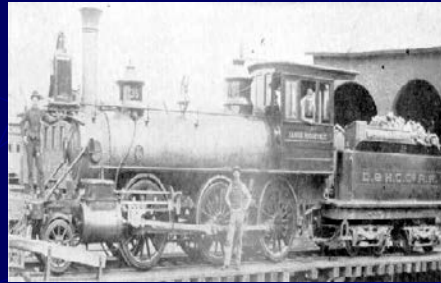
1898 President Champlain Transportation Company.

445

# James Alfred Roosevelt (cont.)



Stock issued to James A. Roosevelt in 1869

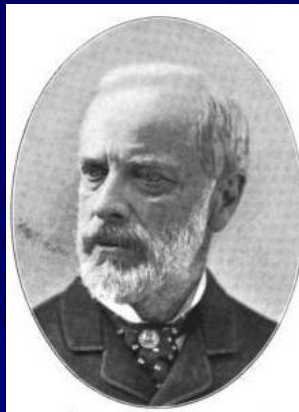


D&HCCo locomotive #35 James A. Roosevelt

446

# James Aspinwall Roosevelt

1890 to 1898



Born 1854 Died 1927  
(aka) James "Rosy" Roosevelt, Jr (John Aspinwall Roosevelt).

Was the eldest son of James Roosevelt and his first wife, Rebecca Howland (1831 – 1876), who happened to be James Sr.'s second cousin. He was also the half brother of President Franklin Delano Roosevelt.

Roosevelt's mother died in 1876. When his father died in 1898, the estate was split between both James and his younger brother, Franklin.

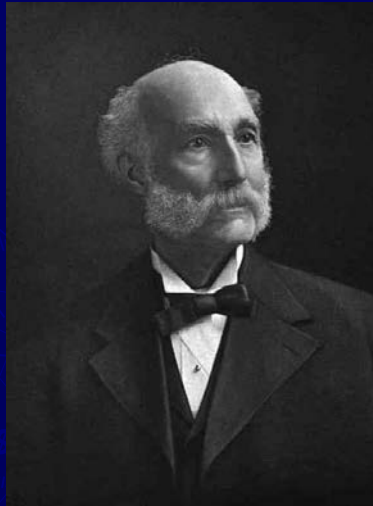
He served as Secretary of the United States Legation at Vienna and as Secretary of the Embassy at London.

He married Helen Astor (1855-1893), a great granddaughter of John Jacob Astor, on November 18, 1878, and fathered two children: James "Tadd" Roosevelt (1879 – 1958) and Helen Roosevelt Robinson (1881 – 1962).

447

# Archibald Douglas Russell

1910 to 1919



Born May 18, 1853 Died November 29, 1919, New York City  
 Married, October 2, 1884, Albertina Taylor Pyne, Born 1859  
 Died February, 1918, granddaughter of Moses Taylor  
 Residence, 34 East 36<sup>th</sup> Street  
 Manager, The Farmers Loan and Trust Company

**A. D. Russell in D. & H. Directorate.**  
 The Directors of the Delaware & Hudson Company elected yesterday Archibald D. Russell a Director to fill the vacancy caused by the death of J. Rogers Maxwell. Mr. Russell is the son-in-law of Percy R. Pyne. The usual annual dividend of a per cent. for the year was declared on the company's stock, payable in quarterly installments of 2 1/2 per cent. on March 20, June 20, Sept. 20, and Dec. 20.

December 29, 1910 New York Times

448

# Archibald Douglas Russell (cont.)

1910 to 1919

**ARCHIBALD D. RUSSELL DIES**  
**Former Realty Dealer and Director in Many Corporations Was 66.**  
 Archibald Douglas Russell, formerly senior partner of the real estate firm of Russell, Robinson & Roosevelt, and a director in many large corporations, died yesterday at his home, 34 East Thirty-sixth Street. He was born in this city in 1853, the son of Archibald Russell of Edinburgh and New York. His grandfather, James Russell, having been President of the Royal Society of Edinburgh.  
 After working for a time in the banking house of Brown Brothers & Co., Mr. Russell formed the realty firm above mentioned, his partners being Douglas Robinson and Elliott Roosevelt, respectively brother-in-law and brother of the late Theodore Roosevelt.  
 At the time of his death he was director of the Farmers Loan and Trust Company, the Delaware and Hudson Railroad, the Title Guarantee and Trust Company, the Fulton Trust Company, the Greenwich Savings Bank and other corporations. He was a trustee of Princeton University and a vestryman of Trinity Church, Princeton, where he had his country home. In 1884 he was married to Miss Albertina Pyne, daughter of the late Percy Rivington Pyne. In 1914 it was announced that Mrs. Russell would erect, at an approximate cost of \$500,000, the sanctuary of the National Cathedral of the Episcopal Church to be built at Washington.

November 30, 1919 New York Times

Edgerstoune (1903) - Winant Road, Princeton New Jersey.  
 This house, built for Archibald D. Russell and designed by William Russell of the firm Clinton and Russell of New York City, was the centerpiece of a 273.7 acre estate. It is a good example of the English Tudor Revival. It now serves as the administration building of the Hun School.



449

# William W. Russell

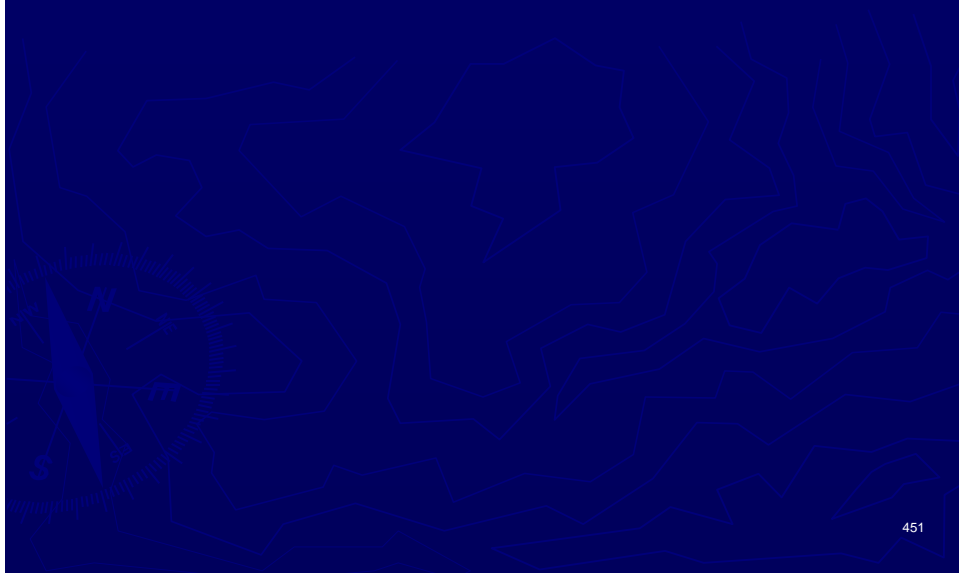
1826 to 1831

Was one of the first Directors of the Farmers  
Fire Insurance and Loan Co.



# James Ruthven

1832 to 1833



# Joseph Sands

1833 to 1835

1825 with the firm of Prime, Ward and Sands and the firm name then became Prime, Ward, Sands, King and Company. A year or two later Joseph Sands dropped out and the firm became Prime, Ward, King and Company

Tax list of 1822 gives 5 Market field Street; house, \$9,000; personal. \$10,000. Son of Comfort Sands; he was a member of the firm of Prime, Ward & Sands in 1816.

Highly respectable proprietor, who early settled on Long Island and hence Sands' Point on the entrance of the Sound.

1840 net worth \$ 150,000.

452

# John Schenck

1859 to 1863

453

# Samuel Bradhurst Schieffelin

1856 to 1867

## Samuel Braadhurst Schieffelin Dead.

Samuel Bradhurst Schieffelin died yesterday at his home, 958 Madison Avenue. Mr. Schieffelin was born on Feb. 24, 1811, and after the retirement of his father, Henry Hamilton Schieffelin, from business in 1849, he and his brothers managed the drug company that their father had founded under the firm name of Schieffelin Brothers & Co., Samuel Bradhurst remaining head of the concern until his withdrawal in 1865, when his son, William Henry Schieffelin, succeeded him. Since then he had devoted much of his time to literature, having written "The Foundations of History" and a number of other books, most of which are of a religious character. He married Miss Lucretia Hazard, who died in August, 1899. William Henry Schieffelin died in 1895. His son is William Jay Schieffelin of the drug firm of Schieffelin & Co., who married Miss Marie Louisa Shepard, a granddaughter of William H. Vanderbilt.

New York Times September 14, 1900

Born February 24, 1811 Died September 13, 1900  
Number 48 Bond Street, home of Samuel B. Schieffelin, of the famous Wholesale drug house of Schieffelin Bros. and Company, then at 104 and 106 John Street. Previously he had been living at 763 Broadway.

1794: The predecessor to Schieffelin & Co. is established as a drug distributor.  
1920: Prohibition begins, taking Schieffelin into the medicinal alcohol business.  
1962: Schieffelin closes its Pharmaceutical division.  
1963: Canada Dry Corporation forms Somerset Distillers.  
1980: Moët-Hennessy acquires Schieffelin.  
1986: Guinness acquires Somerset.  
1987: Moët-Hennessy and Guinness create Schieffelin & Somerset as a joint venture.  
1997: Guinness merges with Grand Metropolitan PLC, creating Diageo PLC.

2007: Schieffelin & Somerset Co. 2 Park Avenue, Floor 17 New York, New York 10016-5701. Is a major American importer of premium wines and spirits, maintaining regional centers in California, Florida, Georgia, Illinois, Massachusetts, New Jersey, and Texas. The S&S portfolio includes such prestigious brands as Hennessy, Dom Perignon, Moët & Chandon, Chandon Estates, Tanqueray, Johnnie Walker, Grand Marnier, J&B, Pinch, Buchanan's, The Classic Malts, Rufino, and Casa Lapostolle. The company is co-owned by Diageo PLC and Moët Hennessy Louis Vuitton (LVMH). S&S is one of the United States' five oldest continuously operating companies.

454

# Isaac Newton Seymour

1870 to 1873

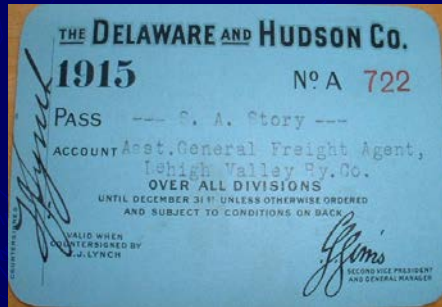
Born 1795 Died January 19, 1873

455



# Clifford Stanley Sims

1928 to



1915 pass No A 722, signed by Clifford Stanley Sims

Born January 12, 1868 Abercrombie's Landing, Arkansas  
Died January 30, 1935 (New York Times)

Son of Clifford Stanley and Mary Josephine (Abercrombie)  
Sims Residence Apt. 37, The Linton, Montreal, Quebec  
married, Baltimore. Md., December 8, 1909, Martha Lee  
Jenkins.

Engaged in engineering department of Pennsylvania Railroad  
1885-88; assistant supervisor Cleveland Ohio. Pittsburgh  
Division of Pennsylvania Lines west of Pittsburgh. 1888: later  
assistant engineer and engineer of maintenance at Toledo,  
Ohio: Allegheny, Pennsylvania, and Chicago.

Superintendent Pennsylvania Lines west of Pittsburgh at  
Chicago, 1901-02; general superintendent Baltimore & Ohio  
Railroad in New York 1902-03; general manager, Baltimore.

1906-07: second vice- president and general manager  
Delaware & Hudson Co. in Albany, New York. 1907-17: resident  
vice president, same road. Montreal, Quebec., since 1917 vice  
president Quebec. Montreal & Southern Railway Co. Naperville  
Junction Railway Co.

Member American society Civil Engineers. American Railway  
Association. American Railway Guild. New York State Historical  
Association., Lake Champlain Assn., Society Engineers Eastern  
New York; Montreal board of Trade.

456  
Clubs: City (New York), Fort Orange (Albany), Royal Montreal  
Golf, Canadian, Mount Royal, St. James (Montreal).

# Frank E. Smith

1907

1901 Director Chateaugay Ore & Iron Company

# Samuel Spencer

1892 to 1894



Born 1847 Died November 26, 1906

In 1869, he began working with railroads as a surveyor, and rose through the ranks, learning many aspects of railroad management. He became superintendent of the Long Island Rail Road in 1878<sup>[1][2]</sup> and headed the Baltimore and Ohio Railroad (1887-1888).

Spencer was working for financier J.P. Morgan of Drexel, Morgan and Company as a railroad expert when the bankrupt Richmond and Danville Railroad (R&D) was acquired in 1894. The Southern Railway was formed from a consolidation of the R&D and the East Tennessee, Virginia and Georgia Railroad.

Tapped to lead the new railroad for Morgan, Spencer became its first president.

Under his leadership, the mileage of the Southern Railway doubled, the number of passengers served annually increased to nearly 12 million, and annual earnings increased from \$17 million to \$54 million.

Samuel Spencer was killed in a train collision in Virginia on November 26, 1906. According to Southern Railway: Green Light to Innovation, Spencer and some companions were sleeping in car parked on a siding while on a hunting trip in Virginia south of Lynchburg. The parked car was struck by a train which was on the wrong track.

Spencer is credited with leading the Southern Railway and the South during a period of unprecedented growth. After his untimely death, 30,000 Southern Railway employees contributed to pay for a bronze statue of him by sculptor Daniel Chester French, which was dedicated in 1910 and stood for many years at Atlanta's Terminal Station. The statue is currently located in Hardy Ivy Park near downtown Atlanta.

The Southern Railway's Spencer Shops and the town of Spencer, North Carolina were named in his honor. In 1977, the closed Spencer Shops formed the basis of the new North Carolina Transportation Museum.

458

# Philemon Robbins Starr

1833 to 1834

Born November 6, 1785, Warren, Litchfield County, Connecticut Died July 10, 1840

Son of Peter Starr and Sarah Robbins

Merchant in New York - never married and no children, apparently named for an older brother who died at about 10 years of age in 1784

459

# John Aikmen Stewart

1885 to 1892

1894 to 1896



Born August 22, 1822, Died 1926, born in New York city, son of a native of Stornoway, Hebrides. President of the United States Trust Company, of New York, and formerly Assistant Treasurer of the United States at New York in 1864, after personal request from President Lincoln.

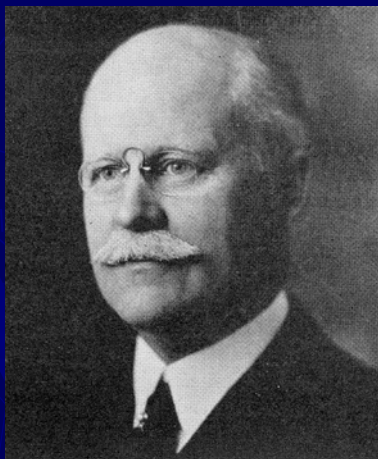
Went into engineering, clerked on New York's education board, was an insurance actuary and in 1853 founded the U. S. Trust Co. Princeton (then College of New Jersey) secured him as a trustee four years later.

In October, 1910, when Woodrow Wilson resigned his presidential chair at Princeton to become Governor of New Jersey, Mr. Stewart served as president pro tempore until the inauguration of Dr. Hibben in January, 1912. Wall Street's oldest financier (he relinquished the presidency of the U. S. Trust Co. 24 years ago, serving as chairman of the board thereafter) and as Columbia's oldest living Graduate. Well started on his second century of life, he lives in Manhattan in good spirits, good health.

460

# Percy Hamilton Stewart

1918 to 19??



Born January 10, 1867, Newark, New Jersey Died June 30, 1951, Plainfield, New Jersey, was an American Republican Party politician who represented New Jersey's 5<sup>th</sup> congressional district in the United States House of Representatives from 1931-1933. Stewart was born in Newark, New Jersey on January 10, 1867, where he attended the public schools. He graduated from Yale College in 1890 and from Columbia Law School in 1893. He was admitted to the bar the same year and commenced practice in New York City. He served as mayor of Plainfield, New Jersey in 1912 and 1913. He was chairman of the Union County Democratic committee in 1914 and of the Washington Rock Park Commission of New Jersey from 1915-1921. Stewart served as a member of the New Jersey State Board of Education from 1919-1921 and of the New Jersey State Highway Commission from 1923-1929. He was a delegate to the Democratic National Conventions in 1920 and 1928.

Stewart was elected as a Democrat to the Seventy-second Congress to fill the vacancy caused by the death of Ernest R. Ackerman and served from December 1, 1931, to March 3, 1933. He was not a candidate for re-nomination in 1932, but was an unsuccessful candidate for election to the United States Senate.

He resumed the practice of law until his retirement in 1941. He died in Plainfield on June 30, 1951 and was interred in Hillside Cemetery in Scotch Plains, New Jersey.

461

# Aquilla Giles Stout

1841 to 1852

► Mr. Aquilla G. Stout, who was named after Colonel Aquilla Giles, a distinguished officer of the Revolution, was a wealthy and prominent merchant who became president of the Eagle Fire Insurance Company in 1846, and continued in that office until he died in June, 1858. His abilities as a financier were in great demand. He was for a long time a director of the Leather Manufacturers' Bank. It was said of him that he was a credit to any corporation, and that his every act was marked by nobility of purpose. Mr. Aquilla G. Stout married his cousin, Miss Anne Morris, the daughter of Lieutenant William Walton Morris, who served during the revolutionary war as lieutenant of artillery in the continental line. Her grandfather was Colonel Lewis Morris, who signed the Declaration of Independence.

Born ? Died June 1858

Mr. Stout for many years had his residence at No. 62 Varick street. He continued to keep his place of business at the old store, No. 119 Maiden lane, until 1846, when he was elected president of the Eagle Fire Insurance Company, and went to No. 71 Wall. This was one of the oldest companies in the city, having been chartered in 1806. John B. Coles was its first president, and William W. Woolsey its next. Mr. Stout continued to be its president until he died, in June, 1858. He married Miss Morris. He left a son and a daughter. Both are married. Mr. Stout was a most worthy man. He was an honor to the name and to the old house his worthy brother founded, and that he was so long connected with.

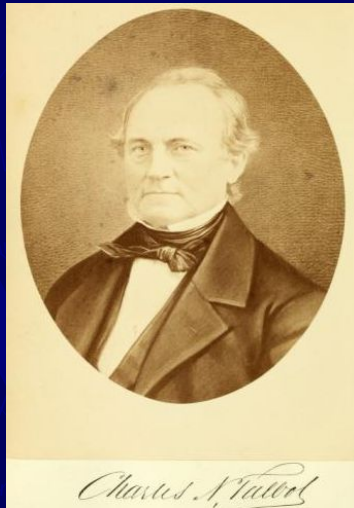
Aquilla G. Stout was a clear-headed merchant, and an able financier. He was for a long time a director of the Leather Manufacturer's Bank of which Fanning C. Tucker was President. Both Aquilla G. Stout and Mr. Tucker were brought up in the counting house of Robert Lennox. The latter thought much of young Stout. It is a curious fact that every one, out of a large number of young men that were brought up by Mr. Lennox, did well, and became very rich, and were thorough business men and merchants. Mr. Stout was a credit to any corporation. He was noble in every act.

1840 net worth \$ 200,000.

462

# Charles Nicoll Talbot

1845 to 1874



Born October 4, 1802 Died November 29, 1874

The most distinguished of the Talbot's. Of the same family as Com. Talbot, an honored naval hero of our country. was a nephew of Charles Nicoll Bancker.

1840 net worth \$ 200,000.

463

# Knowles Taylor

1833 to 1835

The first occupant of No. 8 Bond Street was Knowles Taylor, who came there in 1830 from No. 20, to which he had moved in 1824 from 20 John street. He was an importer, and was the son-in-law and partner of Jonathan Little, merchant, in business at 216 Pearl street. The firm was J. Little & Company. His brother, Jeremiah H. Taylor, also a merchant, was deeply religious and was an active member of St. George's Church in Beekman Street when Dr. Milnor was rector. Knowles Taylor himself was treasurer of the American Home Missionary Society, an organization founded "to assist congregations that are unable to support the Gospel Ministry." In 1833 the Society disbursed \$52,808.39. He was also a director of the Bank of the Delaware and Hudson Canal Company, the Union Bank, and the Neptune Insurance Company. When Knowles Taylor moved to Fourteenth street in 1839 No. 8 was taken by William Edgar Howland, a son of the famous Gardiner G. Howland and a partner in the old firm of Howland and Aspinwall, 54 and 55 South street. In 1844 he went to 43 Bond street, in 1845 to No. 18, and a few years later to a residence farther up town.

464

# James R. Taylor

1863 to 1889

1894 to 1901

## James R. Taylor.

James R. Taylor, a well-known citizen of Brooklyn, died suddenly at his home, 268 Henry Street, that borough, Sunday evening. The funeral services will be held at 2 o'clock to-morrow afternoon, at the First Presbyterian Church, Henry Street, near Clark Street, Brooklyn. Mr. Taylor was born in New York City April 15, 1812. He was the son of Najah Taylor, a prominent philanthropist as well as merchant. About 1837 he connected himself with Ezra C. Read of New Haven, under the firm name of Read & Taylor. They established themselves at 9 Malden Lane, where they remained till about 1875, when Mr. Taylor retired from business. He was interested in many corporations as Director or Trustee, and at the time of his death was a Director in the Delaware and Hudson Company, Niagara Life Insurance Company, Long Island Historical Society, and Meriden Gas Company of Meriden, Conn. He was also a Trustee of the Greenwood Cemetery Association and Seamen's Bank for Savings. To this latter institution he had belonged for many years, following his father, who was its first President. For a long time he was connected with the Brooklyn Children's Aid Society, and also the Industrial School and Home for Destitute Children. He was also for twenty-four years President of the Board of Trustees of the First Presbyterian Church of Brooklyn, and was one of its oldest members. Mr. Taylor never married.

Born Died April 27, 1901

286 Henry Street, Brooklyn.

Listed as a retired man of wealth and large D&H stock holder in 1894

1895 Director Niagara Fire Insurance Company,  
135 - 137 Broadway.

New York Times April 30, 1901

465

# Henry Thomas

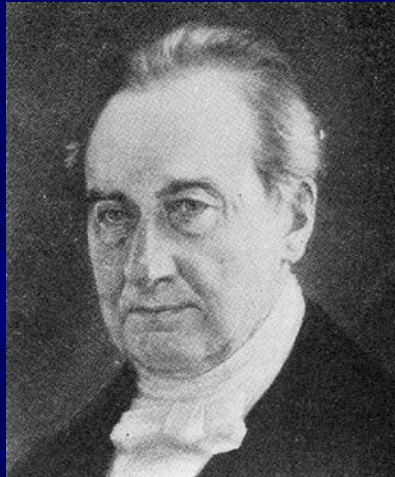
1826 to 1830

Was taxed on \$10,000 personal property in 1815 and \$15,000 in 1820. Tax list of 1823 gives 18 Cliff Street; real, \$8,000; personal, \$15,000. Director of the Globe Insurance Co.

466

# Jonathan Thompson

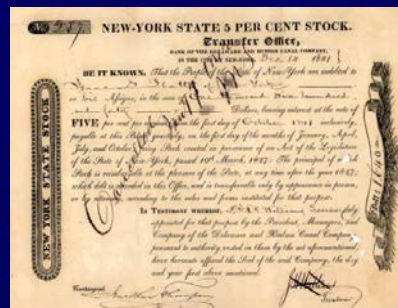
1825



Comes from that vigorous nursery of such material, an apostle of the "old guard" of democracy, and "Old Suffolk." He was a long time our respected Collector, and is now the President of the Manhattan Company.

Tax list of 1823 gives 24 Beekman Street; real, \$11,000; personal, \$1,000. Collector of the Port of New York under John Q. Adams; father of Jeremiah Thompson. Of the firm of Thompson & Adams. Elected, 1840, to succeed Maltby Gelston as President of the Manhattan Bank. Was a power in the land and the intimate acquaintance of five Presidents.

1840 net worth \$ 250,000.



1841 bond signed by Jonathan Thompson

467



# William H. Tillinghast

1888 to 1902



Born 1825? Died December 9, 1902

## William H. Tillinghast.

William H. Tillinghast, a member of the brokerage firm of Tillinghast & Benedict, at 11 Wall Street, died yesterday at his residence, 26 East Sixty-fourth Street. He was seventy-seven years old.

Mr. Tillinghast was a Director of the Adirondack Railway Company, Albany and Susquehanna Railroad, New York and Canada Railroad Company, President and Director of the Cherry Valley, Sharon and Albany Railroad, Director of the Plaza Bank, Trustee of the Bank for Savings, Trustee of the Metropolitan Trust Company, and a member of the Board of Managers of the Delaware and Hudson Canal Company.

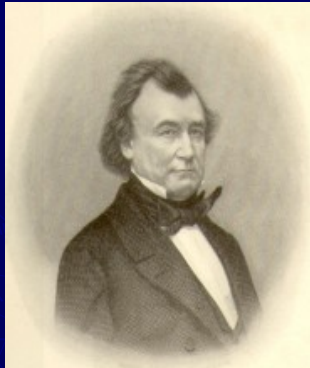
Mr. Tillinghast was a member of the Knickerbocker and Metropolitan Clubs, the American Geographical and New England Societies, Down-Town and Century Associations, American Museum of Natural History, Metropolitan Museum of Art, Sons of the Revolution, and Society of Colonial Wars.

December 10, 1902 New York Times

468

# Thomas Tileston

1825 to 1833

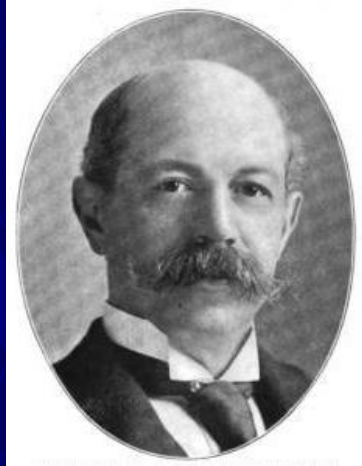


Thomas Tileston was born on August 13, 1793 at Boston, Suffolk, Massachusetts. He was the son of Lemuel Tileston and Mary Minns. Thomas Tileston married Mary Porter, daughter of Dudley Porter, on April 11, 1820 at Haverhill, Massachusetts. Thomas Tileston died on February 29, 1864 at 2 E. 14th St., New York, New York, at age 70. He was buried on March 1, 1864 at New York Marble Cemetery, New York, Manhattan, New York. Thomas Tileston was Printer, Merchant.

469

# Hamilton McKeon Twombly

to 1910



Born 1849 in Boston Died 1910  
 Graduated Harvard in 1871  
 Director of the New York Central & Hudson River Railroad, the Chicago & Northwestern, the Delaware & Hudson, the New York Mutual Gas Light Company, the Clearfield Bituminous Coal Company and the National Union Bank. Was charged with managing many of the Vanderbilt family interests.  
 Married November 21, 1877, Florence Adele Vanderbilt Born 1854 Died 1952 daughter of William H. Vanderbilt and brother to Cornelius Vanderbilt II.



1879 Pittsburgh and Lake Erie Railroad Company stock issued to Twombly

# Cornelius Vanderbilt II

1892 to 1897



Born November 27, 1843 Died September 12, 1899  
 Was a member of the prominent United States Vanderbilt family.

He was the favorite grandson of Cornelius Vanderbilt, who left him \$500,000.00, and the eldest son of William Henry Vanderbilt, who left him close to \$70 million. In his turn he succeeded them as head of the New York Central and related railroad lines in 1885.

He had a reputation as something of a workaholic, though a stroke in 1896 compelled him to reduce his active business involvement. He married Alice Claypoole Gwynne (1852-1934). Their eldest son William Henry Vanderbilt II (1870-1892) died while a junior at Yale University, and Cornelius endowed a large dormitory there. He disinherited his second son Cornelius Vanderbilt III (1873-1942) for marrying without his approval. Third son Alfred Gwynne Vanderbilt (1877-1915) went down with the RMS Lusitania. His remaining son was Reginald Claypoole Vanderbilt (1880-1925). His daughters were Gertrude Vanderbilt Whitney (1875-1942) and Countess Gladys Vanderbilt Széchenyi (1886-1965). He is the grandfather of Gloria Vanderbilt and great-grandfather of television news anchor Anderson Cooper.

The fabulous Fifth Avenue mansions he, his brothers, and his sons lived in have been demolished, but the Newport, Rhode Island vacation home he built, The Breakers, still stands as a memory of the lifestyle of Cornelius Vanderbilt II.

On his death, family leadership passed to his brother, William Kissam Vanderbilt. His philanthropy had been such that he did not increase the wealth that had been left to him.

471



# Cornelius Vanderbilt

1907 to 19??

Cornelius Vanderbilt III 1873-1942

472

# Abraham Thompson Van Nest

1880 to 1888



The director of the New York, New Haven, Hartford Railroad, his father, Reynier Van Nest, a successful saddle maker. The Van Nest family traces its roots to Pieter Pietersen Van Nest, who came from the Netherlands in 1647 to settle in the young Dutch colony.

Alexander Thompson Van Nest was born September 29, 1844, in New York City. He was the son of Abraham R. and Mary (Thompson) Van Nest. He prepared for college at Professor Griffin's private school for boys, Williamstown, Massachusetts, and entered our Class in the autumn of 1859, remaining with us until the end of Sophomore year, and then removed, after a year out of college, to Princeton University, then known as the College of New Jersey, where he was graduated in 1864.

While in our college he joined the Chi Psi fraternity, and he was also a member of the Technian Literary Society and of Greylock Baseball Club.

After leaving college Van Nest lived in the city of New York, and devoted his time to looking after the interests of himself and family in various corporations in which their large capital was invested. He was never in public life, yet was very influential in the financial and business circles of the city.

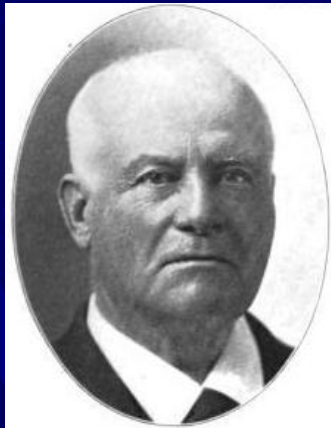
March 26, 1873, he married Miss Margaret Taylor, daughter of Robert Lenox Taylor, and cousin of Robert Lenox Kennedy both of New York City. They had one child, who is married to John Stewart Barney, of Richmond, Virginia.

He died suddenly, August 10, 1896, of apoplexy, while riding upon a bicycle, at Schwalbach, Germany.

473

# Alfred Van Santvoord

1889 to 1901



Born January 23, 1819 Died July 20, 1901

1899 Director Chicago, Milwaukee and St. Paul Railway Alfred Van Santvoord, one of the founders of the Day Line, died in 1901, and was replaced by Eben Erskine Olcott, Van Santvoord's son-in-law. Before marrying Van Santvoord's daughter, Olcott was a mining engineer in Venezuela, the western US, Mexico and many parts of South America. Olcott was an extremely energetic man and was very popular with the Day Line employees. Olcott built the Day Line into something that far was beyond the wildest dreams of Van Santvoord. 1852 Married Anna Townsend of Albany, New York.



1889 Pass signed by Alfred Van Santvoord

474

# Minard Van Schaik

1830 to 1832

Of a respectable Dutch family of Albany, married the daughter of the rich John Hone, and moved here. Has been a Senator.

Taxed on \$8,000 personal property in 1820; tax list of 1823 gives 34 Courtlandt Street; real, \$6,600; personal, \$10,000. Was President and Director of the Croton Water project. Held many municipal offices. Member of firm of John Hone & Sons. (Brother of Phillip Hone) He married the daughter of John Hone. He retired with a modest sum, but became rich in real estate.

1840 net worth \$ 200,000.

475

# William Montgomery Vermilye

1858

## OBITUARY.

**WILLIAM M. VERMILYE.**  
William Montgomery Vermilye, formerly of the banking firm of Vermilye & Co., died at his residence, No. 30 West Thirty-first street, at 6:30 o'clock P. M. yesterday, of Bright's disease of the kidneys, complicated with brain disease, in the seventy-eighth year of his age. The deceased was a descendant of one of the oldest families of New-York, the original founder of the family, Mr. John Vermilye, having immigrated to this country from England in 1690. William M. Vermilye was born in this City May 30, 1801. He received such education as was to be obtained in the common schools of that day, and entered business at the age of 18 in the office of the *Commercial Advertiser*, of which his father was for many years proprietor. After remaining a short time in that office, he left and went into the Commercial Bank, where he remained until the Spring of 1830, at which time the Merchants' Exchange Bank was organized and Mr. Vermilye was elected its first Cashier. This position he held until 1840, when he became Cashier of the Manhattan Banking Association. In 1840, when the late Newton Pexton resigned the position of Treasurer of the Ohio Life and Trust Company, Mr. Vermilye was appointed to fill his place, a position which he held until 1849, when he entered into copartnership with his brother, Col. W. R. Vermilye, and George Carpenter, thus forming the firm of Carpenter & Vermilye. In 1853 Mr. Carpenter retired from business, and the house was reorganized under the present firm name of Vermilye & Co. In 1868 deceased retired from active participation in the business of the house. Mr. Vermilye held many offices of trust, and had been identified with several important financial and other associations. For more than 20 years he was one of the Trustees of the Mutual Life Insurance Company, and an active member of one of its most important committees. He was also one of the Vice-Presidents, and for some time the acting President, of the Mechanics' Banking Association. He was for many years Treasurer of the New-York University, and also a member of the St. Nicholas Society; and at the time of his death he was serving his second term as President of the latter society. His funeral will take place from his late residence on Friday next, and the interment will take place at Woodlawn Cemetery. The following gentlemen have been selected as pall-bearers: Mr. Frederick S. Winston, President Mutual Life Insurance Company; ex-Gov. Edwin D. Morgan, Mr. Robert H. McCurdy, Mr. William Keeney, Mr. John M. Davison, Mr. A. B. Hays, Mr. A. W. Spies, Mr. Samuel L. Hancock, and Mr. Clinton Gilbert.

June 19, 1878 New York Times

476

# George Cabot Ward

1873 to 1880

Born 1824? Died May 4, 1887

Married: January 22, 1852 Mary Ann Kinsman

Southwick, Born March 24, 1828

daughter Marian W. Ward married A. A. Low

56 Wall Street

25 West 10<sup>th</sup> Street NYC

477

# William Wheelwright

1831 to 1833



William Wheelwright was born in Newburyport, Mass., on March 18, 1798. After attending Phillips Academy in Andover (1812-1814) he sailed as a cabin boy aboard one of his father's ships trading in the West Indies. In 1817 he captained a family ship to Brazil. When a vessel under his command ran aground off Buenos Aires in 1823, he shipped out as a supercargo on a vessel bound for Chile. He subsequently founded a prosperous mercantile firm and served as U.S. consul in Guayaquil, Ecuador. In 1828 Wheelwright returned to Newburyport, married Martha Bartlet, and took her on a mule-back honeymoon trip across Panama en route to Ecuador. Finding his enterprise had collapsed, he moved to Valparaiso in Chile and established a coastal shipping business. Several side-lines - development of port facilities and gasworks, mineral explorations, and experimentation with desalting ocean water also absorbed his attentions. Wheelwright's navigational experience stimulated his interest in introducing the recently perfected steamship on the Pacific coast of South America, where contrary winds and currents severely hamper wind-driven vessels. Although this scheme was considered to be highly impractical, in 1835 Chile's government granted a 10 year concession to operate steamers on that country's long coastline. After unsuccessfully seeking financial support in the United States in 1836, Wheelwright went to London and in 1838 influenced a British investment group to form the Pacific Steamship Navigation Company, which he served as managing director until 1852. A British government mail contract helped defray expenses. In 1840 Wheelwright sailed two 700-ton steamers, the *Chile* and the *Peru*, through the Strait of Magellan to initiate steamship service from Callao to Valparaiso. After a 5-year struggle against seemingly insuperable obstacles, especially that of obtaining enough coal for fuel, the company began to show a profit. While residing in Chile, Wheelwright inaugurated South America's first railroad and telegraph lines. He built a spectacular 51-mile railroad from Caldera to Copiapo (1849-1852) and wanted to extend the railway across the Andes to Argentina. Finding little support for this scheme in Chile, he moved to Argentina and, using English capital, constructed the Argentine Central Railroad between Rosario and Cordoba (1863-1870). He developed the La Plata port works with a connecting railroad serving Buenos Aires in 1872. Regrettably, Argentina's war with Paraguay (1864-1870) and internal political strife obstructed Wheelwright's plans and deferred completion of the trans-Andean line until 1910. He died in London on a business trip on Sept. 26, 1873.

478

# Medley Gordon Brittain Whelpley

1928 to



Photo courtesy of Guggenheim Memorial Foundation

Born January 16, 1893 Bristol, Canada. Died March 25, 1968

Married, Katharine D.

WWI Captain 305<sup>th</sup> Field Artillery

1922 Manager Mechanics & Metals National Bank of the City of New York.

1930 Elected. Medley G. B. Whelpley, 37, Canadian-born one time vice president of Chase National Bank; to be president of American Express Bank and Trust Co.; at Manhattan. (Time)

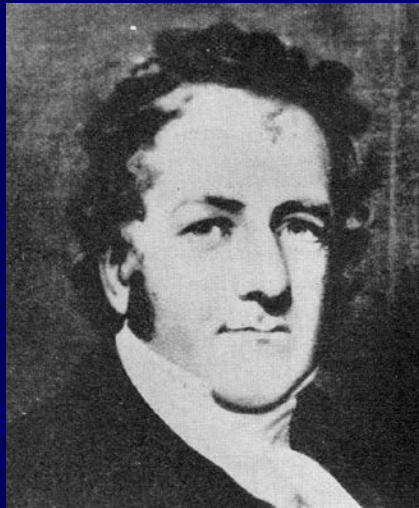
1939 - 1965 Trustee, Guggenheim Memorial Foundation.

1954 Board Member Kennecott Copper Corp.

479

# Samuel Whittemore

1825 to 1831



1840 tax rolls list Mrs. Samuel Whittemore with a net worth of \$ 1,000,000.

480

# George Duncan Wickham

1825 to 1826



George Duncan Wickham was born in 1772 and grew up in Goshen in Orange County, New York. He was the only son of William Wickham and his wife Sarah Duncan, who were married on February 25, 1768 in New York City. A Yale '53 graduate, William was a prominent attorney who worked in New York City and Goshen, often for wealthy and politically important clients. He was the son of a Newport, Rhode Island merchant, who was one of the sons of Joseph Wickham, Sr. of Cutchogue on Long Island, whose father Thomas Wickham had immigrated to Wethersfield, Connecticut in about 1648 from England. Orphaned as a child, William was raised in Brookhaven, Long Island and then in Orange County. After becoming an attorney, he joined an exclusive New York City society of distinguished lawyers called the Moot, numbering only twenty members, which debated fine points of the law. Many of the society members, such as John Jay and Governor Morris, became eminent Patriot leaders, but when William was asked to sign a patriotic loyalty oath, he refused.

Like many of the Wickhams, such as his first cousin Parker Wickham, William held Loyalist beliefs during the American Revolution, but he managed to hang on to his property by not taking an active role in the conflict, and after the war served as an Orange County judge. Besides his son George, William had a daughter named Frances "Fanny" Martha who married Jonathan Burrall on May 20, 1793 in Goshen. During the American Revolution, Jonathan had served as assistant paymaster for the American army, and afterwards was assistant postmaster-general, cashier of the United States branch bank of New York, and manager of the New York state lotteries. The couple had a daughter named Emily (George's niece) who married Ogden Hoffman, a much celebrated lawyer from a prominent family who represented Orange County in the Assembly and held several other important political posts. (Other members of this distinguished Hoffman clan include Murray Hoffman, a New York jurist; Colonel Wickham Hoffman, United States Minister to Denmark; and Matilda Hoffman, who was engaged to Washington Irving.) George and his family were one of several Wickham families living in Orange County at the time, including his father's first cousin William and second cousin Noyes Wickham. Noyes moved to Orange County in about 1783 from Suffolk County on Long Island, while William left the area in 1790 to become the first permanent white settler of Schuyler County, NY.

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# George Duncan Wickham (cont)

George began his business ventures with his father and developed a life-long enthusiasm for the transportation industry. In 1798, the Wickhams had an ownership interest in the stagecoach line of Anthony Dobbin, who had an exclusive right to operate one from New York City to Goshen. The first turnpike in Orange County, the Orange Turnpike, was chartered in 1800, and both George and his father were shareholders, with George also serving as a Commissioner for receiving subscriptions. George was elected President of the Goshen and Wallkill Turnpike Company on September 19, 1809, but following a lawsuit in 1819, the company was dissolved because it could not make its payments. George was also active in chartering the Minisink and Goshen Turnpike Company, the Mount Hope and Lumberland Turnpike Road, and Merritt's Island Turnpike. In addition, he had ownership interests in the Great Island Turnpike and the Newburgh and Cohecton Turnpike. In 1825, he was elected a director of the Delaware and Hudson Canal Company, which was established to bring coal from northeastern Pennsylvania to the markets of New York. Although the canal was later abandoned, the company continued to prosper as a railway. In 1832, he was one of 66 men to petition the legislature to charter a railroad to serve southern New York. This request was granted with the charter of the New York and Erie Railroad Company, and George was elected one of the directors. According to local tradition, the railroad ran through Goshen because of George's influence. On September 23, 1841, the New York and Erie Railroad Company began service to Goshen, cutting the transit time to New York City from two days to four hours. The festive occasion was marked by music, cannon fire, and a speech by George to a crowd that included Governor William H. Stewart.

George's greatest personal business success by far was the Bank of Orange County, established to fill the void created by the demise of the first Bank of the United States in 1811. The bank charter was granted by a legislative bill on April 6, 1813, which was shepherded through the State Senate by George's political ally James W. Wilkin. With the support of Nathaniel Prime, the second richest man in New York City, George formed and became President and Director of the bank on June 7, 1813, positions that he held for over 30 years until his death. George also maintained extensive agriculture and lumbering interests, frequently trading in such items as butter, tea, veal, and lumber. To conduct his lumbering operations, George purchased a considerable amount of land in the Town of Lumberland and had mills at Ten Mile River and Forestburgh. During the 1820s, he was involved in a resort project to develop Chechuck Springs, which were believed to be of medicinal value, but the project collapsed after the springs stopped flowing when the Wallkill River was re-routed. In addition, he built a hotel in 1841, commonly known as Wickham's Hotel, across the street from the train station in Goshen. The structure, formally known as the Pavilion, was a popular gathering spot and stood until 1983, when it was destroyed by a severe fire. By the time of the death of his wealthier father from gout in 1814, tax assessment records indicate that George had already become the richest man in Goshen. While George never held elected public office, he was known to be close with many of the area's leading politicians. In the election of 1833, George was a supporter of Isaac R. Van Duzer, a candidate for the Assembly. The *Independent Republican*, a Goshen newspaper, commented: "Who does not know that I.R. Van Duzer is the attorney and a Director of the Orange County Bank? Who does not know that he owes his political existence to the President of that institution, under whose guidance and direction he acts?" Van Duzer went on to victory in the election.

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# George Duncan Wickham (cont)

George was also involved in many civic and community activities. From 1807 through 1839, he served as a Commissioner for a public project to drain the so-called "Drowned Lands," a massive swamp that extended from Sussex County, New Jersey to a few miles south of the village of Goshen. As required under New York State law at the time, George also joined the state militia, becoming a Captain in the cavalry by 1796. He was a Major by 1798, a Commander by 1803, and a Lieutenant-Colonel by 1810. After 20 years of military service, George was appointed to the rank of Brigadier General in 1814, with command of the cavalry units for the Counties of Orange, Rockland, Ulster, Dutchess, and Putnam. Although the War of 1812 was raging by then, George had very little wartime experience, unlike his second cousin Williams Carter Wickham who held the same military rank several decades later. George's involvement in the war was limited to dispatching troops to defend New York City after the British burned Washington. Highly concerned that New York might be burned next, the state hastily ordered George to "organize and send to New York immediately two full troops of cavalry of his brigade with one major to be selected by him." During the rest of the war, George spent a good part of his time securing the charter for his bank and organizing it. George was also active in an Orange County farm organization called the Agricultural Society, which was formed on May 28, 1818, with George being 2nd Vice President. In 1815, he was a Trustee of Farmers Hall Academy and in 1822 he participated in the effort to bring back the remains of Goshen militiamen killed in the Battle of Minisink of 1779.

At age 50, George married long-time acquaintance Bridget McDonnell on August 8, 1822 at St. James Episcopal Church. They had no descendants, but frequently looked after the two surviving children of George's niece Emily Hoffman after her death. The two boys, Charles and Ogden, spent many a day in Goshen watching the local trotter-horse races while their father was away on business for extended periods of time. After studying law at Harvard, Ogden moved to San Francisco in 1850 and in 1851 he became the first federal judge for the United States District Court for the Northern District of California. He held the post for an incredible 40 years, becoming one of the most influential judges in California history. He set many important precedents in land and admiralty law, but is best remembered for his refusal to discriminate against Asian-Americans, despite pressure from the public and even other judges to do so.

George died on November 16, 1845, followed by his wife's death on February 5, 1864. At the time of his death, George owned a mansion, three farms, a hotel, 1,372 shares in the Bank of Orange County, and numerous other land holdings, securities, and notes. Although he certainly died a wealthy man, George could have achieved even greater success if his turnpike investments had been more fruitful. Local regulations capped the tolls turnpikes could charge, preventing many of them from earning reasonable returns. On November 17th, the Orange County Board of Supervisors passed a motion that it was "resolved that the Board attend in a body the funeral of General George D. Wickham tomorrow at 2 o'clock," with the minutes further indicating that the Board did attend. A large memorial to George and his wife Bridget was placed on the inside back wall of St. James Episcopal Church, which both George and his father generously supported. Noting that for many years George was a warden of the church, the memorial consists of a polished marble plaque that is about two and one-half feet square, which is surrounded by a church-like structure about six feet high, including a pair of marble pillars. In 1994, the Goshen Chamber of Commerce published a well researched, 70-page book titled *George Duncan Wickham: A Biography* by Henry Pomares in which a more complete account of George's career and legacy can be found.

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# George I. Wilber

1901 to 1922



The Wilber Mansion in Oneonta, NY, was built in 1875 by George I. Wilber, whose father was the founder of Wilber National Bank.

Born September 30, 1846 Died July 13, 1922

Son of David and Margaret Belinda (Jones) Wilber

Married Wilber-Diefendorf At Seward, July 31, 1872 by Rev. A. Griffin, of Carbondale, Pa., George I. Wilber, of the firm D. Wilber & Son, of Milford, and Miss Anna C., only daughter of Sylvester Diefendorf, of Seward, Schoharie County.

May 14, 1901, elected to the board of managers to fill the position vacated by the death of J. R. Taylor.

484

# Thomas Albert Wilson

to 1968

Born September 9, 1889, Wilkes Barre, PA

1937 President of the Marine Midland Trust Company, Binghamton, NY, and 1920 to 1923 Mayor of Binghamton, NY.

Residence , 45 Laurel Avenue, Binghamton, NY

THOMAS A. WILSON, UPSTATE MAYOR, 83; Binghamton Banker Dead. September 4, 1972

Mr. Wilson was a director of the McGraw Hill Publishing Company and the Delaware Hudson Railroad. He was also an alumnus of Princeton. (New York Times)

485

# John David Wolfe

1858

John David Wolfe was "the son of an officer of the Revolution in the Paymaster's Department," whose name was not given in the adoring but uninformative special obituary. (Obituary. John David Wolfe. New York Times, May 20, 1872.) He may have been a brother or cousin of Joel Wolfe of the New York Guaranty and Indemnity Company, whose father was likewise an officer in the Revolutionary Army. One of the pallbearers at his funeral was George Jones, affiliation not given. (Funeral of the Late John David Wolfe. New York Times, May 22, 1872.) Another pallbearer was John O. Jones, a descendant of a founder of the Chemical Bank. The other bank founders in 1844 included John David Wolfe himself; John Mason, the first president; Isaac Jones, the second president; Robert McCloskrey, Robert Lenox, Peter and Robert Goelet, and Cornelius V.S. Roosevelt. (The Chemical Bank's President. New York Times, Jan. 3, 1878; Death of President of Chemical Bank. New York Times, May 8, 1903)

The old chemical factory from which the bank originated was bought by the Hudson River Railroad Company, whose directors included John David Wolfe, James Boorman, James Boorman Johnston, Edward Jones, Japhet Bishop, Erastus Corning, and Moses H. Grinnell. (New York City. New York Times, Jun. 15, 1852 p.1.) Peter Lorillard was a director when Samuel Sloan was unanimously re-elected president. (Commercial Affairs. New York Times, Jun. 15, 1858.) Wolfe's deceased wife was Dorothea Ann Lorillard, daughter of Pierre Lorillard. (Died. New York Times, Aug. 21, 1866 p. 5.)

One of the first Directors of the Farmers Fire Insurance and Loan Co.

486

# Edward John Woolsey

1852 to 1872

Born October 31, 1803 Died June 30, 1873

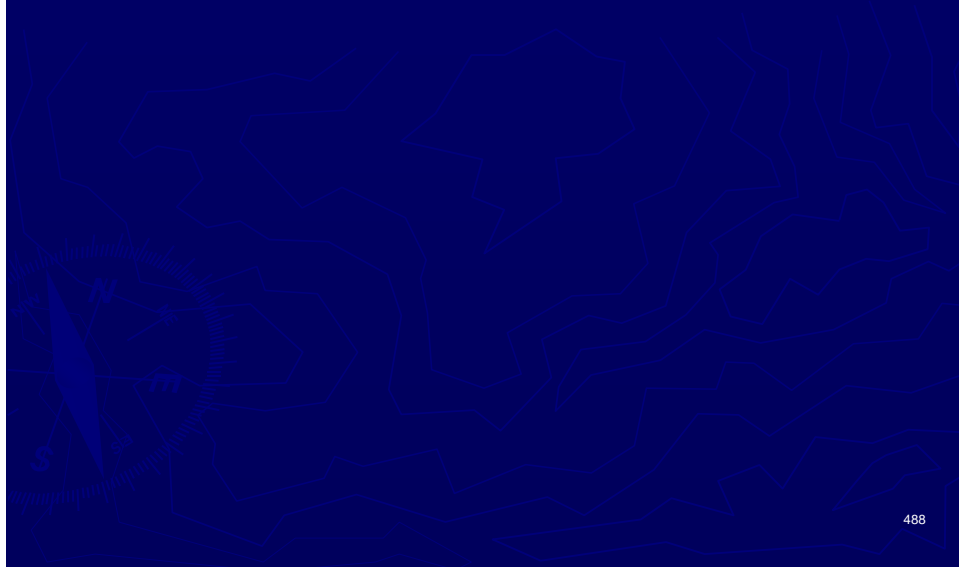
Son of George Muirson Woolsey and Jane Abby Rowland, married Emily Phillips Aspinwall of New York, daughter of John J. Aspinwall (sister of Wm. H. Aspinwall and John Lloyd Aspinwall, Esqrs., of New York). He died at Astoria, L. I., where his widow still resides, June 30, 1873, age 71. He had four sons, one of whom is now living, Edward John Woolsey, Jr., of Astoria. To him, says a recent newspaper, "he gave by his will \$100,000 and his real estate in Newtown, L. I., with the furniture, books, pictures, wines, crops, and farm utensils and stock, and a farm and island adjoining, with other property; and to his wife all the rest of his real and personal estate, including a country-seat at Lenox, Mass., one of the finest in the State. 1st wife Emily Phillips Aspinwall b. 1802 2nd wife Fanny M. Smythe, daughter of Henry Smythe, late Collector of the port of New York.

487



# David Willcox

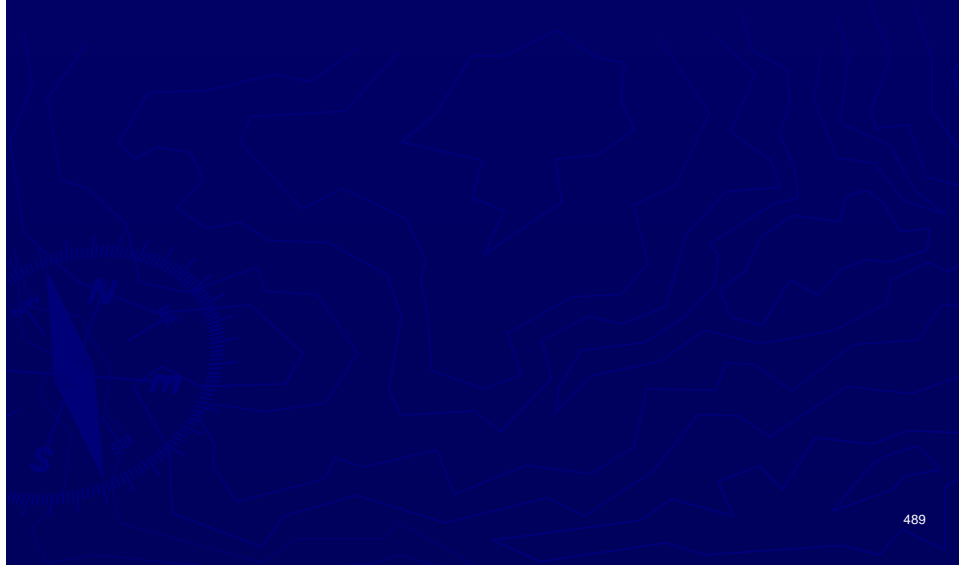
1898 to 1907



488

# William H. Williams

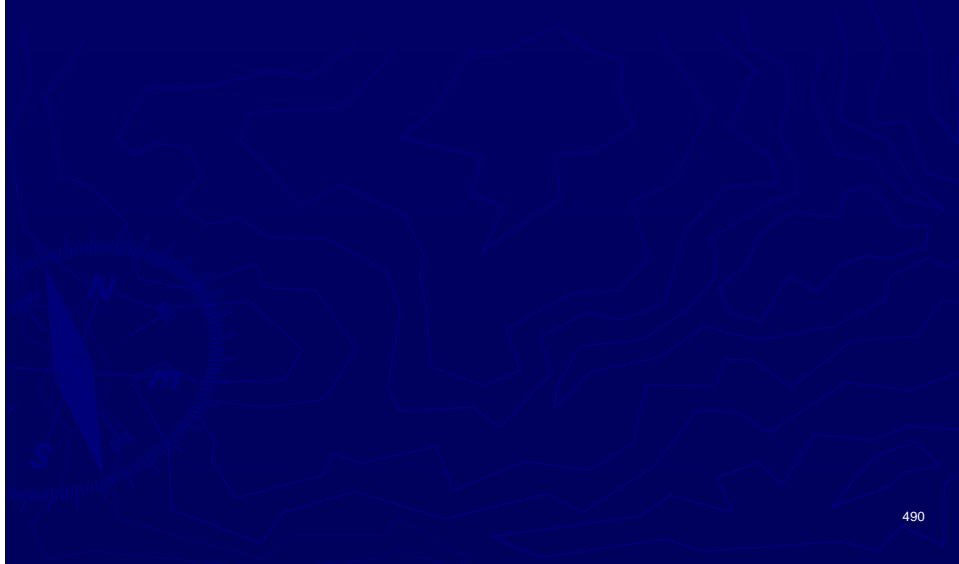
1912 to 19??



489

# William Worrell

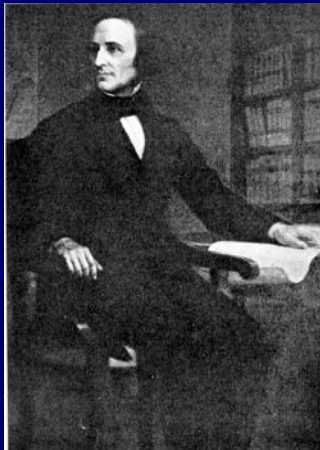
1831 to 1840



490

# John Wurts

1831 to 1861



491

# Maurice Wurts

1825 to 1826  
1848 to 1854



492

# Henry Young

1841 to 1851

Of Long Island. A Hardware Merchant.  
Director Equitable Life Assurance Society of the United  
States, 92 Broadway NYC.

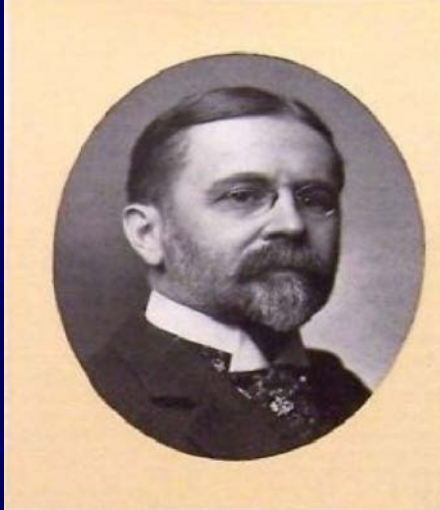
1840 net worth \$300,000.

Residence 28 East 17<sup>th</sup> Street

493

# Horace Gedney Young

1894 to 1903



Born January 26, 1854 Died 1933  
 Son of: Coe Finch Young  
 Married: Cornelia Lawrence Hascy  
 Major of the Third Brigade New York National Guard 1892  
 Lived at: 425 State Street Albany, NY  
 Brother of Edwin Young D&HCCo Attorney  
 Brother of Mary Augusta Young, wife of James B. Dickson,  
 Son of Thomas Dickson  
 Nephew of Thomas Cornell  
 C. E., son of Coe Finch and Mary A. (Cornell) Young, was  
 born in Honesdale, Wayne county, Pa., January 26th,  
 1854. Attended the Edwards Place School, Stockbridge,  
 Mass., and entered the Institute in September, 1873. In  
 1877, he engaged in milling in Southern Colorado; May,  
 1879, he entered the service of the Delaware & Hudson  
 canal company as the assistant to the general manager;  
 promoted July 1st, 1883, to assistant general manager,  
 and since to general manager. Associate member of  
 American Society of Civil Engineers. Married, October 12th,  
 1881, Cornelia L. Hascy, daughter of O. L. Hascy, of  
 Albany, N. Y. One child. P. O. address, Albany, N. Y.  
 CLASS OF 1878.

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## ATTORNEY

George Wurts	1847
William Wurts	1848
Edwin Young	1892
Lewis Eleazer Carr	1893
David Willcox	1902
William S. Opdyke	1907
Walter C. Noyes	1913
James Humphrey Torrey	1915
H.T. Newcomb	1921 to 1934
Thomas L. Ennis	1934

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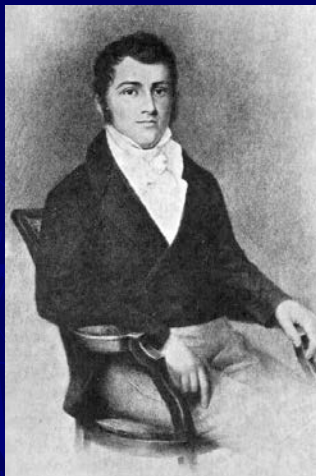
# George Wurts

1847

496

# William Wurts

1848



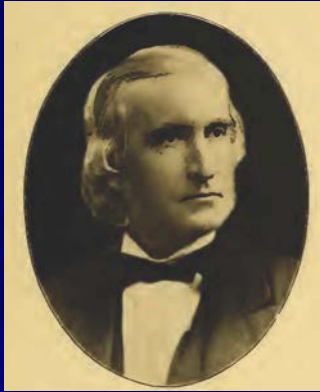
Admitted to the bar of Luzerne county, Pa., August 6, 1832, was born in Montville, New Jersey, November 25, 1809. He was educated at Amherst College, and read law with his brother, John J. Wurts, in this city. His father was George Wurts, M. D., and his mother was Abigail Pettit, a daughter of Amos Pettit. His grandfather was John Jacob Wurts, whose wife was Sarah Grandin. William Wurts married, March 17, 1836, Lucretia Jeanette Lathrop, a daughter of Salmon Lathrop and his wife Aurelia Noble. Mr. and Mrs. Wurts had a family of eight children, five sons and three daughters. George Lathrop Wurts, Helen S. Wurts, Harriet L., wife of Rev. Franklin C. Jones, Theodore F. Wurts, Eliza A. Wurts, William A. Wurts, Frederick H. Wurts, and George Albert Wurts. Mr. Wurts practiced law in this city for many years, but some years before his death, which occurred at Carbondale, Pa., July 15, 1858.

Residence 419 Main Street, Carbondale, PA

497

# Samuel Erskine Dimmick

1846 to 18??



Born December 24, 1822. He was granted opportunities for a liberal education, and, improving these, began his honorable and eventful legal career with an excellent and comprehensive foundation for the more involved and more important legal questions he afterward learned. The office in which he was entered as a student at law was that of his cousin, William H. Dimmick, and it was here, in the years from 1844 to 1846, that he received much valuable and well-directed advice upon the legal lore that he was required to peruse, his relationship to Mr. Dimmick causing the latter to take special interest and concern in his welfare. On May 6, 1846, he was admitted to the Wayne county bar and subsequently formed a partnership with his cousin and former preceptor which continued until the latter's death in 1861. In addition to his large general practice he was retained as attorney for the Delaware and Hudson Canal Company.

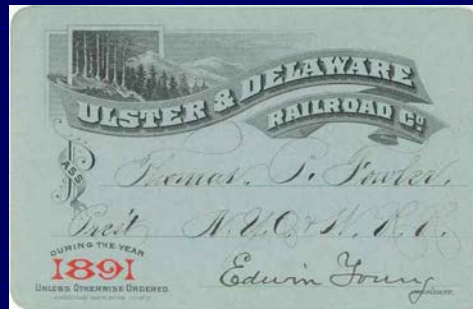
498

# Edwin Young

EDWIN YOUNG, the attorney for the Delaware & Hudson Canal Company, died at Albany Friday from injuries received on Wednesday by being thrown from his horse in Washington Park. A fracture at the base of the skull was the cause of death. Mr. Young did not regain consciousness after the accident. He was born at Honesdale, Penn., thirty-seven years ago, the son of Col. F. Young. He graduated from Sheffield Scientific School, Yale University, and later from Columbia Law School. He was then appointed attorney of the Delaware & Hudson Canal Company. He married a daughter of Joseph Cornell of New York, and was trustee of the estate of Thomas Cornell of Rondout. A wife and two children survive him. He was a member of the Fort Orange and other clubs.

April 22, 1893 New York times

Son of Coe Finch Young  
Nephew of Thomas Cornell  
Brother of Horace Gedney Young



499

# William S. Opdyke

1907 to 1913

1913 General council resigns (Railway World)

